the nation's unique bi-weekly

THE CARMEL **Spectator**

VOL. 11 No. 15 CARMEL, CAL. APR. 8 - 15, 1954

10¢

featuring:

• ROAD RACES

COMPLETE PROGRAM AND STORY

• LOWDOWN ON SPORTS CARS

HARRISON MEMORIAL LIBRARY

KEN MILES in MG SPECIAL
Photo by Julian P. Graham

HARRISON MEMORIAL LIBRARY

also in this issue:

- ANTIQUE AUTOMOBILES
- JIMMY HATLO: Assembly Line of Laughs
- PEBBLE BEACH: Kingdom of Plenty
- GLORY ROAD: Story of Lew Jenkins

Council Candidates Outclassed by Middleweights

EMPTY SEATS confronted Council candidates when they presented their platforms in Sunset Auditorium the same night Carmelites sat glued to their radio and tv sets for the Bobo Olson victory over Kid Gavilan. On stage are (left to right) A. Clay Otto, Paul Morlang, John Chitwood, Moderator Bert Heron, Roland Scheffler, Eben Whittlesey and Carl Patnude.

One of the dullest Council races in Carmel's history drew rapidly to a close this week.

The only thing that might prevent the alleged campaign from ending in a leisurely uncompetitive walk on election day, April 13, could be involvement of the candidates in the side issue of the "Kleine Art Hate" now raging in the Village. (See story.)

Up to last Friday, the six candidates had done little more than file. None sought out any publications on the Peninsula to express opinions.

Last Friday night, they took so-called stands in a public meeting in Sunset Auditorium. An audience of 60 attended including City officials, candidates, the press and relatives.

Candidates blamed the Olson-Gavilan fight. Though this was a

OUTSIDE SUNSET, potential members of candidates' audience, including Mayor Horace Lyon (in car) listened to fight on car radios.

factor, the unspirited, almost issueless campaign probably played and equal part.

And the meeting itself, cursed with generalities, made those who stayed at home seem almost justified even though the next years will be crucial in Village history.

Biggest single items expounded by the candidates was their love of trees and the replacement of trees taken out. Since everyone loves trees in Carmel, this was being against sin and for virtue.

As to the generalities, though occasionally an issue was raised there was little indication of well-thought out programs. There was much mention of things "to be studied".

Major issues, like parking facilities for Carmel, were all but avoided. This issue has been regarded by Council and others for more than a year as the major problem facing Carmel.

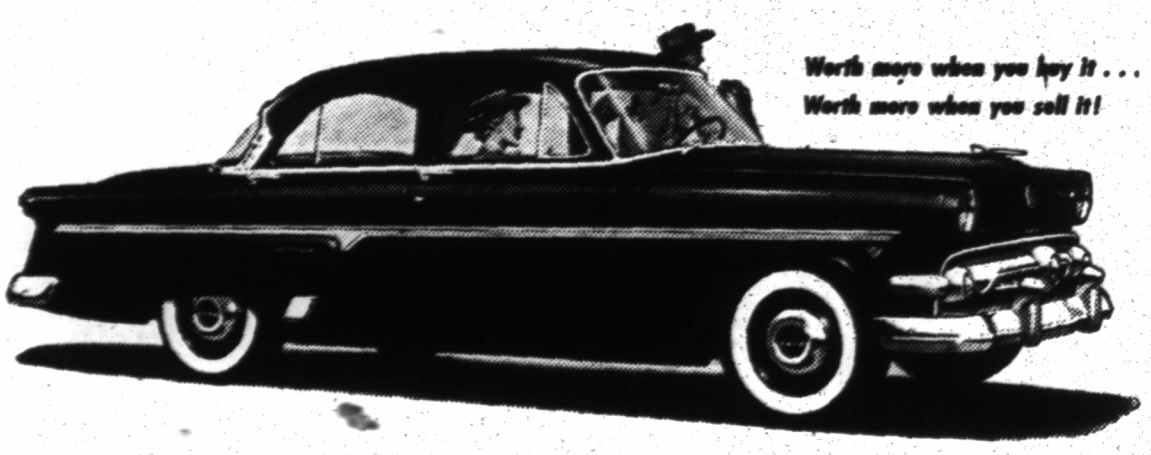
Mostly the candidates chose to discuss whether they were for or against parking on lower Ocean Avenue.

The latter seems to us a side issue, purely academic, until such time as the overall problem of parking facilities is settled. To limit parking facilities, with no place to put the cars, does not make sense.

Candidate Carl Patnude said he would work for a solution of the parking problem but did not have "any to suggest". Councilman John Chitwood, who gave the most specific speech of all, a defense

(Cont'd on Back Page)

Why fine car buyers are swinging to Ford



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From where I sit ... *by* Joe Marsh

Easy Does It—Again!

Ladies Aid Society had their rummage sale the other night—and as soon as the doors opened, "Easy" Roberts was inside.

Without a word, he headed straight for the coat counter, picked out a shabby old tweed jacket, and paid for it. "Easy" told me a little later that buying his jacket back was getting to be a regular habit.

"That's been my favorite smoking jacket for years," he said. "And my wife talks me into giving it away regularly. Then I get to thinking how much I like it and hurry down to buy that jacket back. This is the third time I've done it!"

From where I sit, everyone's entitled to his own likes—whether it's a sports jacket, a baseball team, or the beverage he likes for dinner. For example, the wife likes coffee along with Saturday night spaghetti while I like a glass of beer. We never try to "sell" each other on our personal preferences.

Joe Marsh

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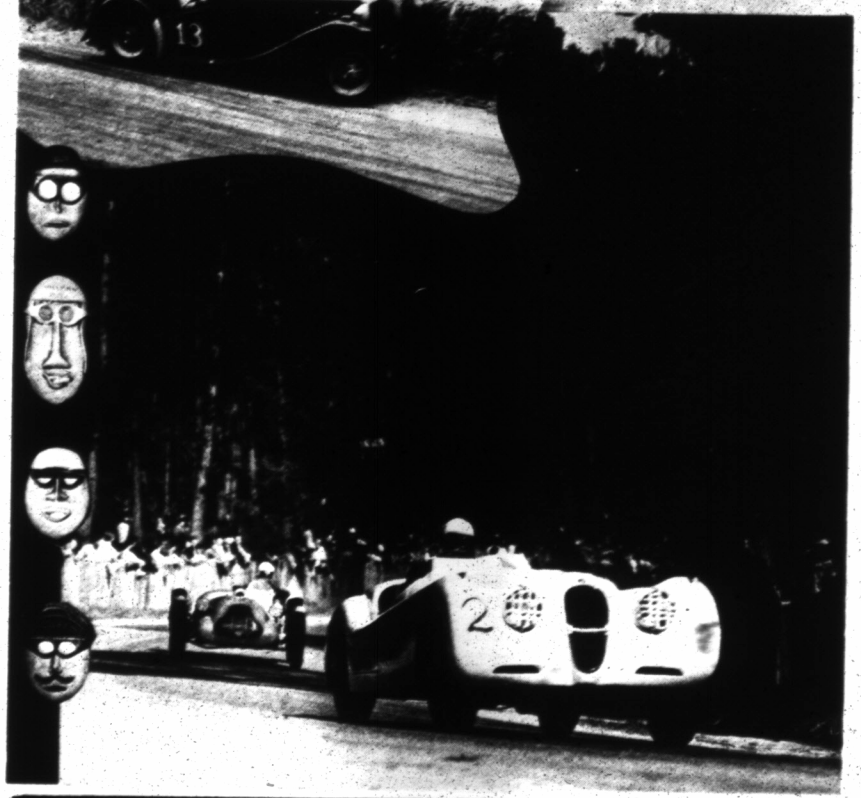
THE CARMEL SPECTATOR, a Carmel-Pacific Publication
Co-publishers -- Thorne Hall and G. S. Bush
Editor -- Thorne Hall
Deputy Editor - G. S. Bush
Published every other Thursday. Entered as a second-class matter at the Post Office at Carmel, Calif. Adjudicated a newspaper of Legal General Circulation.
Mailing address: Box AO Carmel, Calif. Phone 7-6451
Subscription rate: $2.00 per year, $1.00 for 6 months
$2.50 per year, out of County.

MIDWEEK

MAGAZINE SECTION FOR THE CARMEL SPECTATOR, THE PACIFIC GROVE TRIBUNE AND THE ARMED FORCES BANNER
Published by Carmel-Pacific Publications

DERBY WHEELS ROLL AT PEBBLE



Talk on the Peninsula this week rapidly switched from H-bombs and McCarthy to the utterance of foreign sounding syllables with the emphasis on the letters cc.

This predictable phenomenon, happening for the fifth year, is caused by the Peninsula's Kentucky Derby on Wheels, the Pebble Beach Road Races.

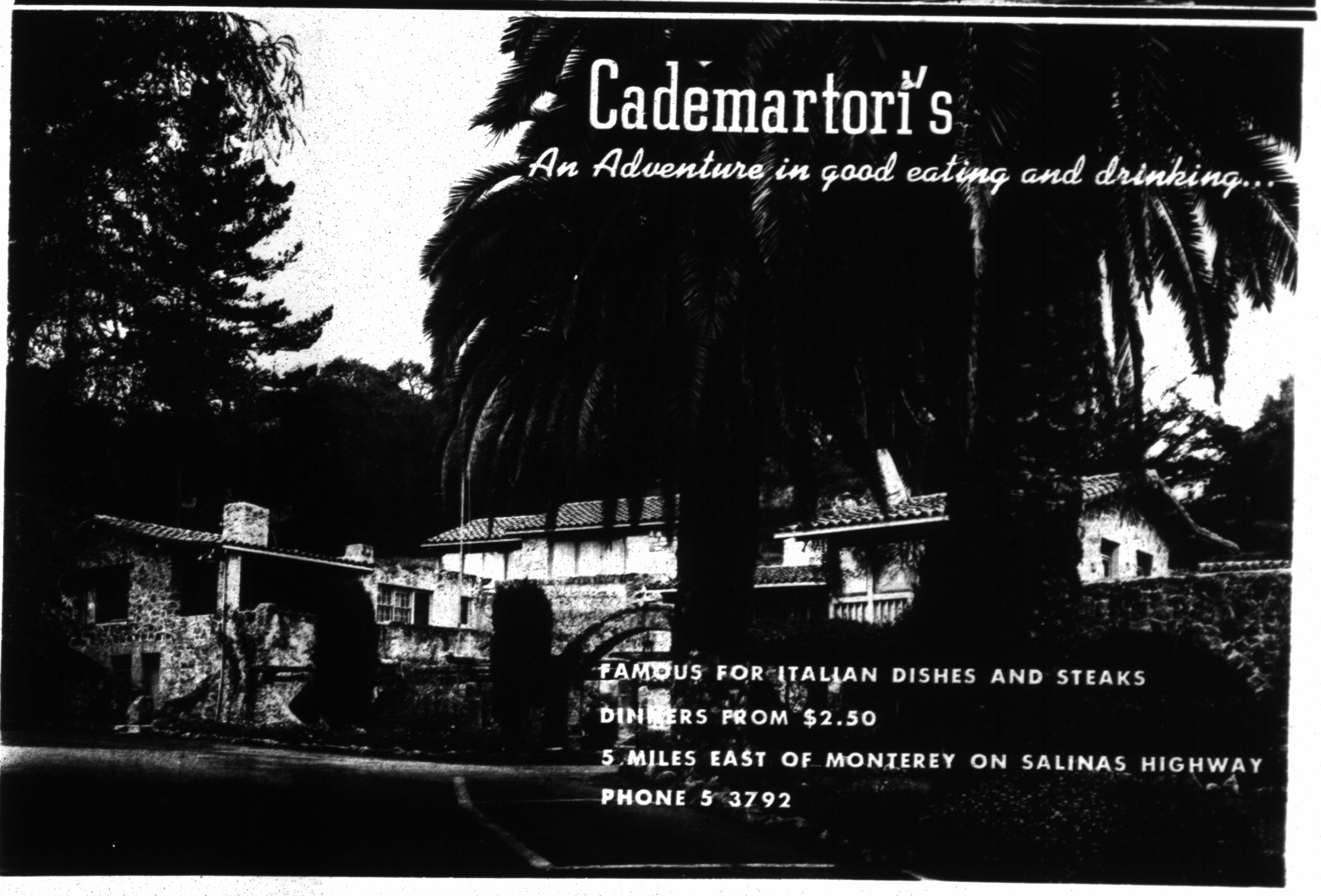
The lingo fever starts with the invasion rumbles of foreign-made cars up and down Peninsula streets abetted by the influx of 30,000 visitors.

Saturday it gains momentum with the free public showing of a million dollars of steel, glass and plastics on the classic lawns of Del Monte Lodge.

And by Sunday, when the elegance of glass, steel and plastics scream and chase around the corners of the 2-mile tree studded track at Pebble, even native three-year-olds handle Jaguar, Simca and Maserati with more frequency and fluency than their fathers'

(please turn the page)

PHOTOS BY JULIAN P. GRAHAM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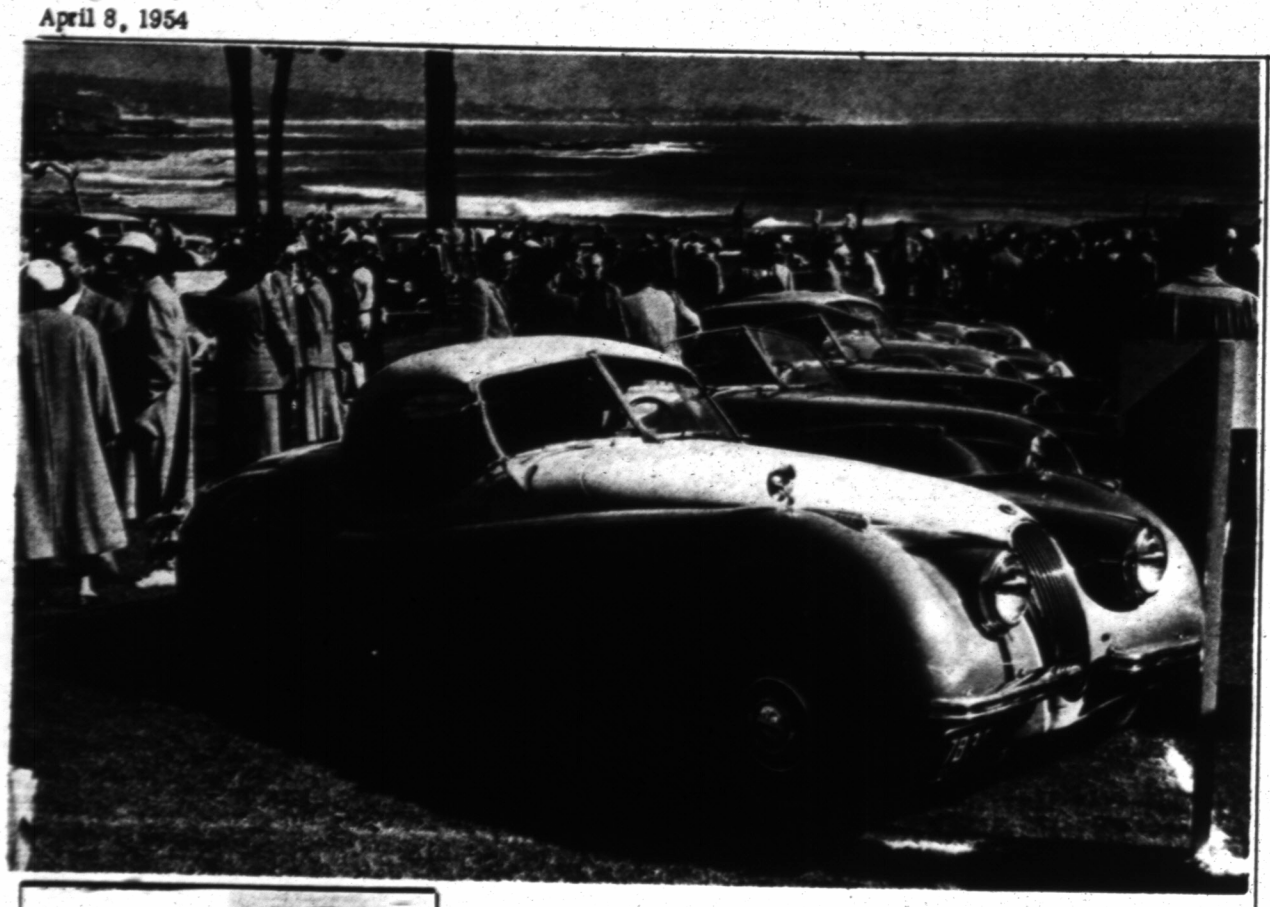

Wheels Whirr At Pebble

(Cont'd from preceding page)

names.

This year conversation rumbles may be louder than ever since there will be more pre-race favorites and competition promises to be keener than ever before.

The Del Monte Trophy race, a 100-mile go climaxing the affair, is wide open.

Last year winner Phil Hill will not be on hand. And Tom Carsten's twice winning Cad Allard, No. 14 is scrap metal.

However, Bill Pollock, who drove Carsten's car to victory in 1952, will be back in an untried Baldwin Mark II. The experts are skeptical. But it is understood that "White side-walls" Pollock is "out to get this one". After losing last year's race here he immediately took Carsten's Allard for a test spin and the $30,000 machine spun into a tree and was demolished. Pollock was injured.

Listed by the experts among the favorites are Sterling Edwards who will be pushing a Ferrari, No. 26. Edwards won the Reno race main event last year. Edwards, a San Francisco businessman, is chairman of the race.

Another is Bill Stroppe of Long Beach in a Curtis-Mercury, No. 105. Bill won at Moffet Field and Palm Springs last year.

William B. David, San Francisco Regional Executive of the Sports Club of America is also high on the list. His new Maserati, No. 9, took second at Bakersfield last month.

Charlie Wayne, of Stockton, bears watching. It's his first race out of novice class and he will be behind his Tatum-Wayne special, No. 14.

Then there is Chuck Daigh, of Los Angeles, who will be driving J. Bessemeyer's powerful Jaguar Spec., No. 160.

AND THIS YEAR THE PEBBLE BEACH TROPHY RACE may well vie in interest honors with the Del Monte race.

It's mainly because Ken Miles of North Hollywood is hot as a piston. He took everything in Bakersfield a couple of weeks back with his MG Mark 11A, No. 50. He was also winner in his class here last year.

John von Neumann and his Porsche No. 12, Louis Van Dyke and a Simca Special, No. 61, Alfred Coppel and Osca, No. 23, Kjell Qvale with an MG Special,

(Cont'd Section E, Page 4)

George L. SAYS

Do you realize that today you can buy FIRE INSURANCE CHEAPER THAN IN 1919? This is one of the few items which is retailing today lower than ever, and yet recent fires in our community point out the dread disaster that fire can bring. DON'T BE CAUGHT SHORT! Insure fully to value.

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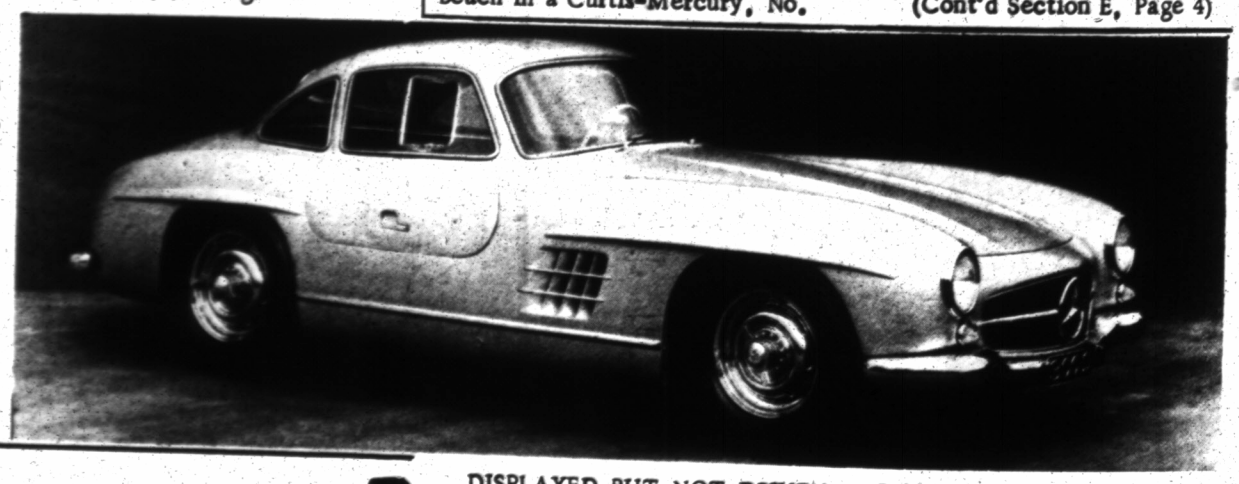
Concours d' Elegance

ONE OF THE FEATURE ATTRACTIONS of the Pebble Beach Road Races will be the Concours d'Elegance, epitomized by this photo of last year's sweeping panorama of the best in glass, steel and plastics on the lawns of Del Monte Lodge.

Open to the public free of charge, this year over 100 of the finest in American and foreign sports cars and those of ancient vintage too, will be on exhibit Saturday from noon to 5 p.m.

Entries will range from William B. David's $10,000 Cunningham coupe to a 1913 Rolls Royce Tourer, owned by Alton Walker of Pebble Beach. Judging will be divided in two classes--modern and classic. Heading the list of judges will be Author Lucius Beebe, publisher of the Territorial Enterprise at Virginia City, Nevada. Always a colorful character he will arrive here in his private pullman car, The Gold Coast, last private railroad car in operation.

photo by julian graham



DISPLAYED BUT NOT DRIVEN at Pebble Beach this week-end will be the new Mercedes-Benz 300-SL, famous for its design with cockpit-type canopy doors that are hinged overhead. The car is expected in the Concours d'Elegance. --Mercedes-Benz Photo

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For Official
RACE PROGRAM
See Section C, Page 1

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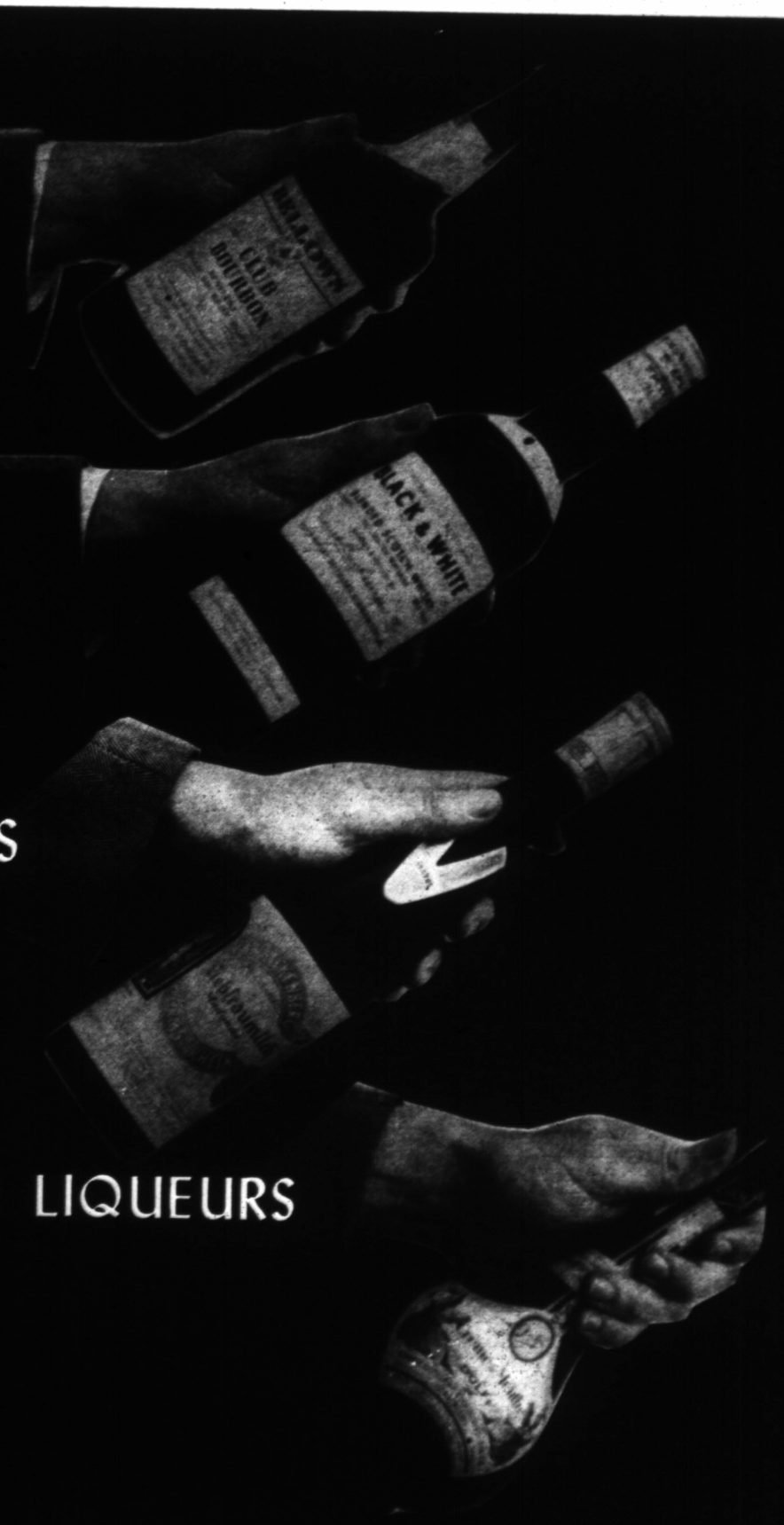

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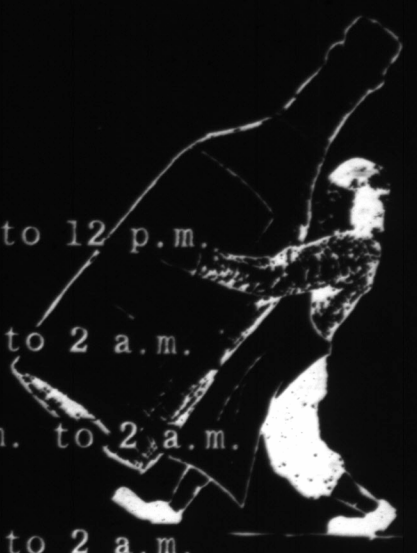
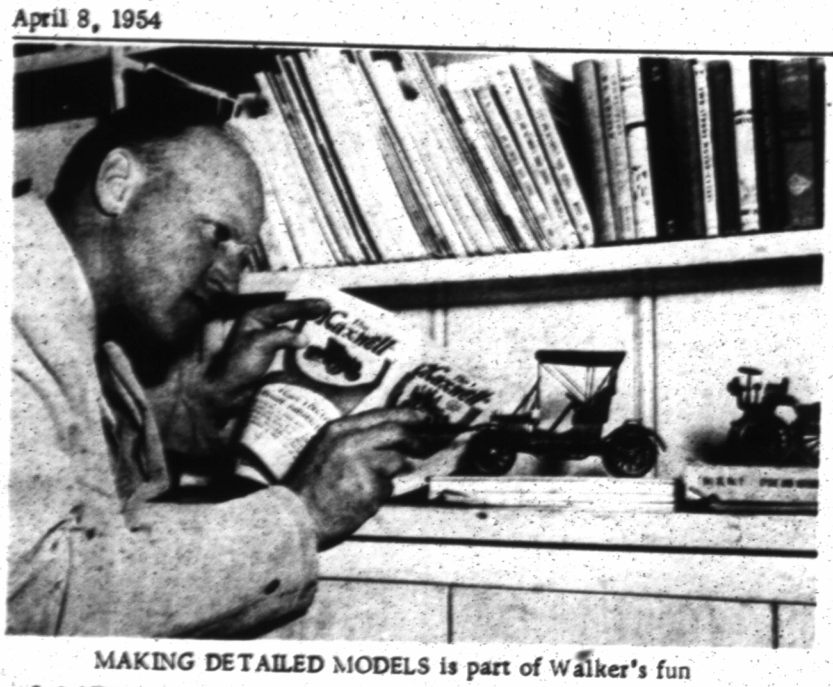
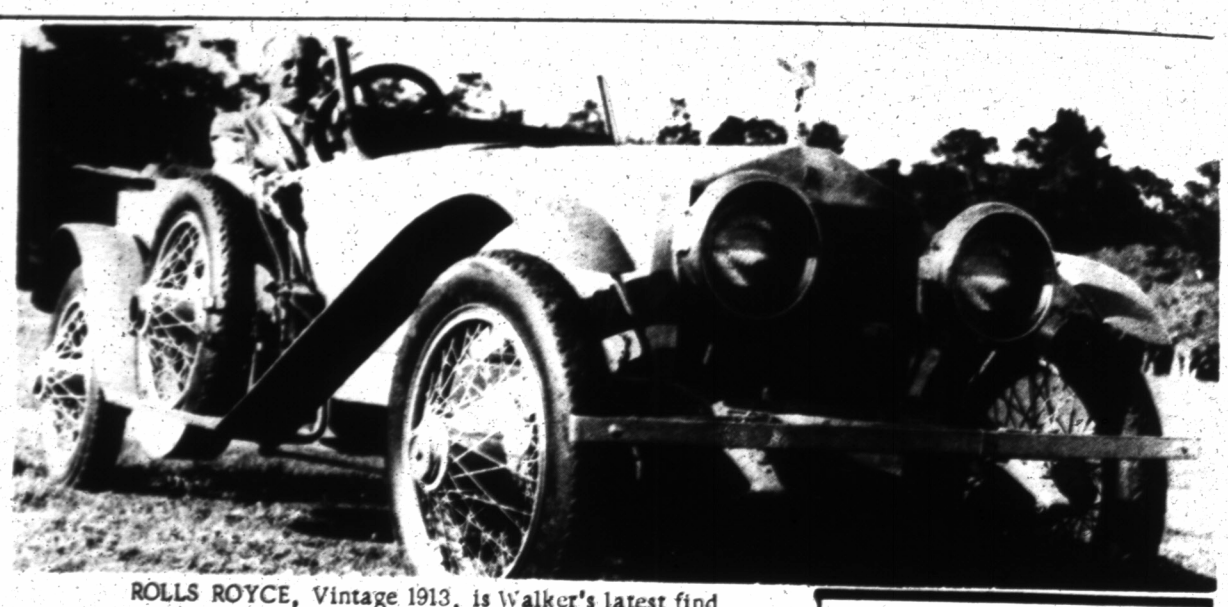




MAKING DETAILED MODELS is part of Walker's fun



ROLLS ROYCE, Vintage 1913, is Walker's latest find

ANTIQUE AUTOMOBILES ARE ALTON WALKER'S HOBBY

If you ask Alton Walker why he started collecting antique automobiles, he's likely to tell you it happened because of airplanes.

Not that Walker rebelled against the course of technological history and abandoned the jet age for a ride in the Stanley Steamer.

It's just because airplanes happened to be the spark that kicked off a peculiar cause-and-effect sequence which finally turned him into one of the country's pioneer horseless carriage hobbyists.

It started in 1937 when Walker leased the Monterey Airport. In those days, flying wasn't as common as it is today, and airports did everything possible to make their flying visitors comfortable. It was routine, for instance, to provide them with transportation from the field into town.

"You did everything for them," Walker, now 49, remembers, "it was so unusual for a visitor to come by plane.

"We figured we'd do better by them than just give them a ride into town. I bought a 1907 Maxwell and kept it at the airport, and when somebody arrived we just handed him the keys and told him to take the car behind the hangar.

"When they discovered what the

(Cont'd Section D, Page 3)

ANTIQUE AUTOMOBILE fans like dressing up in period costumes. Walker stands at right. Mrs. Walker is in back seat. Col. and Mrs. Fred Kane sit in front. Car is 1905 Buick. - photo by george smith

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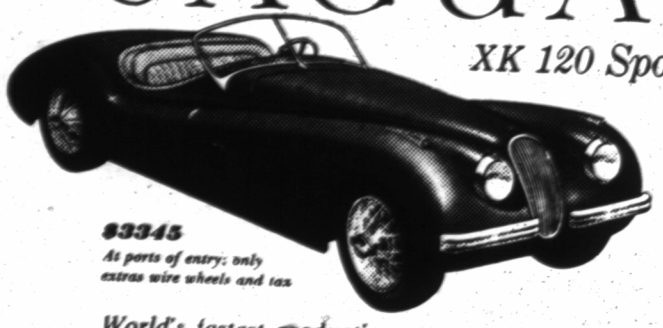

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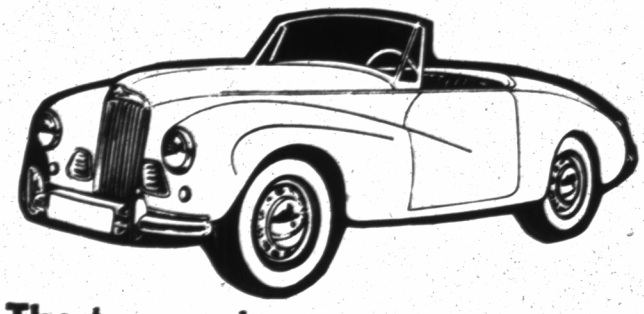

The two-seater sports car with family-car comfort

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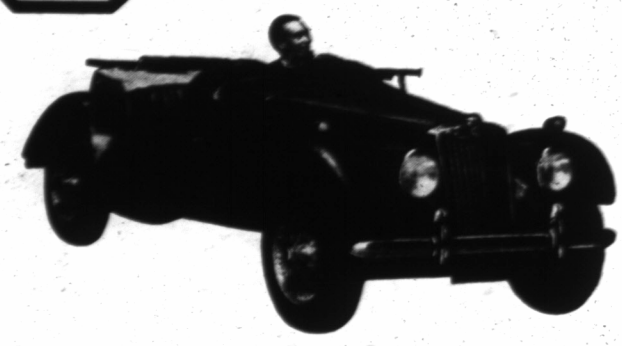

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armed forces

Atoms May Change Mankind, Says Navy School Physicist

U.S. Navy Photo

There is a great possibility that atomic war and its radiation effects may change man into an entirely different animal.

This is the opinion of Dr. Michael Watanabe, Japanese nuclear physicist now teaching theoretical physics at the Naval Engineering School.

This change can be brought about by bio-chemical transmutation and is substantiated by the findings of nuclear bio-chemists working in the bombed area of Hiroshima who have found noticeable organic change in radiation victims and their off-spring, and

(Cont'd Sect. B, Page 4)

Glory Road A Story of Lew Jenkins

I want to tell you about a first sergeant in "D" company of the 6th Engineers stationed at Fort Ord. I want to tell about how this guy fought his way from the cotton fields of Texas to win the Lightweight Championship of the world and then hit the bottle so bad that his handlers had to put whiskey in his water bottle so that he wouldn't sober up and fall on his face between rounds.

I want to tell you what this guy did at the Salerno beachhead and the invasion of Normandy. I want to tell you how he won the Silver Star in Korea. I want to tell about this sergeant, this fighter, this Lew Jenkins.

I met Lew Jenkins in Philadelphia just before the Korean War. He was dividing his time then between playing his guitar in Big Bill's nightclub and trying to make a ring comeback around Philly. I met him after he had hit the skids, so what I have to say is mostly second-hand stuff picked up around the sports desks of papers in the East, in press boxes, around the Trenton Arena and the old Turner A.C. in Philly. I got some first-hand stuff from fighters like Fritzie Zivic, Ike Williams and Blitman, and I saw Lew give Bob Montgomery one hell of a beating at Shibe Park in 1940 when he was still wearing the lightweight crown.

Bill Heinz, sports writer for the old New York Sun, knew Lew better than any writer alive, so I'm going to draw heavily from some of the stories Bill told about Lew. And also, what Lew has to say about himself.

Lew Jenkins was born in Milburn, Texas, on December 4, 1916, and he was fighting before he could walk. Mostly he was fighting malnutrition. His old man was a blacksmith and a second-hand clothing dealer and a

(Cont'd Sect. D, Page 2)

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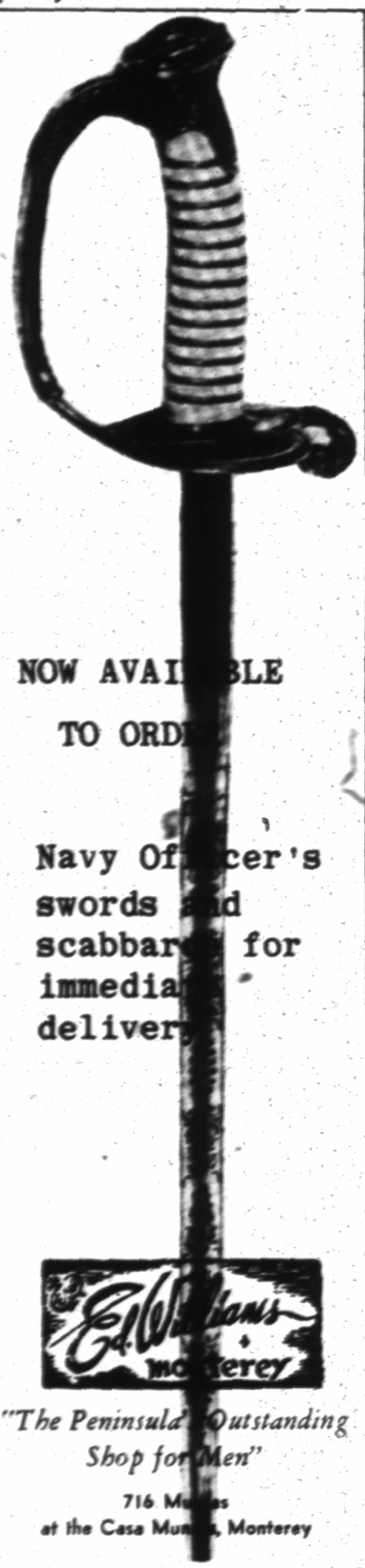

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SERVICE CHATTER . .

NAVY

By Jan Phillips

THIRD YEAR Electronics had a Pot Luck Supper at the "House of the Four Winds" recently. Hostesses were Mesdames Robert Donovan, James Gammill, Robert Slezak, Ralph Neil and George Dunlap. With all that help it couldn't help but be a wonderful evening. The party closed on a community sing.

• • •

SUBMARINERS, Ahoy, and we'll see you at the Cocktail and buffet at the Club on May Day. It's hail and farewell for the Silent Service officers and their wives.

• • •

A DOUBLE-BUBBLE Baby Shower for Nancy Vogt and Eve Fritz (this is Eve's fourth try for a girl) Sect. A2B Wives met at the Del Rey Terrace home of Mrs. Billie J. Cartwright, with Mrs. Robert Doss as co-hostess and feted these gals with gifts, gab and "Calorie Low and Protein High" dessert and coffee.

• • •

RZ1 had a busy month., first Cmdr. and Mrs. Shrapshire hosted a cocktail party in the Copper Cup Room and later in the month Major Elsie Ellegson and Lt. Ellen Hippeli invited the Sect. to the Presidio Officers Club and then last week they all got together for a "covered dish dinner" at the home of their faculty advisor, Prof. and Mrs. Austin Frey in Del Monte Forest.

• • •

PEGGY READDY had a surprise birthday party for Frank and their guests were members of their old car-pool in La Mesa and the new one here in Del Rey Oaks.

• • •

CLASS OF '48 had a wonderful party at the Presidio recently. With cocktails buffet and afterwards dancing to their own combo, made for a memorable evening. Hostesses were Mesdames Corwin Olds, Gene Moss, Beaumont Buck, Troy (Stone) and John McCord.

• • •

THE JUNIOR JUBILEE is next Tuesday and I hope the General Line School Wives know how welcome they are to come and see the "Small Fry" strut their stuff. Sect. EA with Mrs. G. M. Yowell and Mrs. Frank Whitman as hostesses, AE with Mrs. J. R. Songer and Mrs. Reginald Marchell as hostesses; OA with Mrs. Wm. Place as hostess; MAb Mrs. William Arnold as hostess and Sect. E3 A&B with Mrs. Herbert Cook as hostess. All of these Sections will attend the Junior Fashion Show and make it their monthly meeting.

• • •

RELATIVES, a flock of; Mr. and Mrs. Frank Haak, Sr. of Lebanon, Penna., are visiting their 7-month old granddaughter Ellen and her mother and dad, the Frank Haaks Jr., of Carmel.

Ldr. and Mrs. Paul Crutchfield have as their guests, her parents, Mr. and Mrs. Hall of Decatur, Georgia.

And the Raymond Farmers, of La Mesa have Mrs. Farmer's mother, Mrs. Howard Mitchell of Minneapolis visiting them.

• • •

SECOND YEAR Ordnance Wives surprised their FIVE prospective mothers with a multi-shower last Wednesday. Those presented with tiny baby dolls and lovely yellow baby blankets were Mrs. Gene Moss, Mrs. Jack Gentry, Mrs. James Rex, Mrs. John Edwards and Mrs. Richard Kelly. The party was held at the Del Rey Terrace home of Mrs. Curt Benton with Mrs. Robert May as cohostess.

• • •

LT. AND MRS. THOMAS Kilcline drove to San Francisco last Saturday to meet the plane from Pensacola, Mrs. Mary E. Thompson, Mrs. Kilcline's mother, arrived for a visit with young Patrick and Tommy Kilcline and a chance to see her favorite nephew and his wife, Comdr. and Mrs. John Thomspon who have recently arrived here for a tour of duty.

• • •

"JOLLY UP" it sounds odd but it's just another name for a party and Section AR2 had a Jolly Up in the Copper Cup last week end. Hosts were Lts. Wm. Dittmar, E. Guy Buck, John Johnston and Nels Gunderson. It came game time

(Cont'd on Next Page)

Ladies for Fashion

"FASHIONS AT FIVE" - a fashion show and cocktail party, sponsored by the Army Language School Women's Club, will be held May 5 at the Presidio Officers Club. Plans for ticket sales were made at a tea (above) at the home of Major and Mrs. William Powers. Members of the ticket sales committee are (left to right) sitting: Mrs. R. L. Soulliere, Mrs. Howard Knapp, and Mrs. William Kennedy; (left to right) standing: Mrs. Ivan Adkinson, Mrs. Alexander Albov, Mrs. Cleo Viviano, Mrs. Peter Schouvaloff, Mrs. Helen Neilson, Mrs. Norma Watson, Mrs. William Powers.

Tickets are on sale at the Presidio Officers Club, or may be obtained by calling Mrs. Powers, Presidio extension 568. Stores participating in the show will be Ira Nagel, women's fashions; Ed Williams, men's fashions; Jack and Jill of Carmel, children's fashions; and Henri's, hair styling; Sunset Nurseries, decor and floral arrangements. Robert Hobart will play the piano.

U.S. Army Photo

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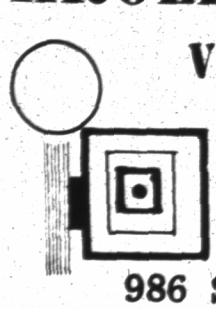

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Shopping Banter

BY SUZY

Please say Suzy sent you

THOSE OF US WHO have practically worshipped the beautiful flowers and floral arrangements for which N. B. FLOWERS is so justly famous need not worry now that the shop has a new owner. Ellen Lommell is quite able to add to this tradition of distinctive works of floral art... and a real art it is. With Easter so close at hand why not stop in the shop today (7th at Lincoln in Carmel) and chat with Miss Lommell about the plants you'll want to send your special friends and relatives and flowers for your own holiday celebrations. Or phone 7-3930.

• • •

WHEN TALKING PRICES, not everybody seems to know that minimum liquor prices are set and enforced by State Fair Trade laws. Bob, Jean and Paul out at the OAK KNOLL LIQUOR Store at 2245 Fremont (5-6394), want us all to know that their prices are the allowed minimum, the lowest possible, and besides, they have their own specially low-priced brands (for instance, 86 proof, 4 yr. old straight Kentucky bourbon at only $4.69 a full quart. And they give service! Glasses and punchbowls loaned free, free ice cubes, free delivery and they suggest you ask about opening a charge account.

• • •

RIGHT NOW THRU SATURDAY, a brand new J. Arthur Rank thriller, "Turn the Key Softly", at the GOLDEN BOUGH PLAYHOUSE, two blocks south of Ocean on Monte Verde in Carmel. This is the Northern California premiere of what is described as a typically British suspense film with deft touches of humor. Starting Sunday, the 11th, thru the vacation week, your children and YOU will want to see "Heidi", another Northern California premiere, together with "White Mane", a beautiful short about a boy and a wild horse. Easter thru May 1st, there's "Martin Luther", a picture which needs no words of mine.

• • •

PUT YOUR THINKING CAP ON and ask yourself, "Am I protected against lawsuits if somebody gets hurt around my house or while I'm golfing or hunting?" You can get liability protection up to $10,000 for only $10.00 a year or $25.00 for three years! How about your jewelry and furs? The best possible protection for them is amazingly cheap (70¢ per $1,000.00 for furs, $1.60 per $1,000.00 on jewelry). And if you've recently moved, are your household goods still covered? Let S. J. NICKELE get the answers to these worries for you. Be sure. Call 2-7351 or stop in at his office at 849 Abrego, in Monterey on the Carmel Hiway.

• • •

ONE OF THE FUNNIEST British movies ever filmed - "Genevieve" - is being held over at the HILL THEATER and will play thru Monday. It plays twice each night, matinee on Sunday. April 13-15, two great classics of the silent screen, "The Cabinet of Dr. Caligari" (1920) and Emil Jannings' "The Last Laugh" (1925) show in a long awaited revival. April 16-22, Carol Reed's "The Man Between" plus another new and hilarious Magoo, "Magoo Slept Here". And remember, lots of free and easy parking at the Hill, Soledad Drive, Monterey. Phone 2-9545.

• • •

CONFESS! ARE YOU a stranger to the Peninsula? If so, you should take advantage of this wonderful service that's anxious to give you a beautiful booklet about the Peninsula plus Carmel Valley, free introductory cards which you can exchange for valuable gifts and discounts at the best local stores, even movie tickets! Yes, the NEWCOMER'S HOSPITALITY SERVICE exists just to help you enjoy being here. Do be sure to phone them...2-8295, and get all these free services or call them at any time, 24-hour a day service, for any needed information such as where to go fishing or how to find a repair man.

Best Bets for Dining, Wining and Dancing . . .

CASA MUNRAS: Dancing nightly, complimentary hot hors d'oeuvres with your cocktails in the Merienda Lounge. Complete dinners by the fireside from $1.75. Hotel and cottage accommodations in the middle of old Monterey.

CASA BLANCA: A complete food and drink emporium. Section parties welcomed. Drive-in, coffee shop, fountain, bar, dining room and liquor store. Entertainment Friday and Saturday nights. 630 Fremont, Phone 2-9815.

CADEMARTORI'S: Internationally famous Italian Restaurant, on Salinas-Monterey Highway. Dinner 5:00 'til 10:30. Superb Italian and American cuisine. Fine cellar; drinks and capuccino at the bar. Closed Mondays and Tuesdays.

LOS LAURELES LODGE: Carmel Valley. Delicious dinners nightly, 7 to 9. Continental specialties. Luncheon daily by the pool. SPECIAL PARTIES arranged. Cocktails and gratis snacks in the gay Tyrolean Room. Phone Los Laureles 9266 or 9951.

AZUMA TEI: Japanese dishes. Excellently prepared boneless chicken or beef sukiyaki, Tempura and tofu bean cake. Cooked at your table it desired. Japanese saki, Kirin and Asahi beer. Corner of Franklin and Figueroa. Phone 2-9790. Closed Mondays.

FIRESIDE: 1638 Fremont Extension, Seaside. Cocktails, fine foods around the fireplace. Phone Monterey 2-0500.

CERRITO'S: Fine food and drink. Barbecued fish a specialty. Business men's lunches. Private rooms for parties. On Fremont near the Navy School. Phone 2-4559. Also **CERRITO'S** on the Wharf: Fresh Monterey seafood cooked in the New Orleans manner. A delightful experience. Phone 5-6218.

REDWOOD GARDENS: The only place in the Monterey Bay area presenting top vaudeville acts and floor shows. Dinner dancing by candlelight to the music of Milis Hoffman at the Hammond organ, and the orchestra, in a charming old redwood bark atmosphere of a garden. Dinner 6 P.M. to 2 A.M. Closed Sundays. One mile from Salinas on road to Monterey.

PINE INN GARDEN RESTAURANT: On Ocean Avenue. Luncheon indoors during winter season. Dinners nightly with popular special buffets Wednesday and Thursday evenings. The cocktail lounge is one of Carmel's favorite gathering places.

THE PENINSULA'S FINEST DINING

DEL MONTE LODGE: Pebble Beach. Terrace dining room overlooking Carmel Bay and Pebble Beach Golf Course open daily. Tap room depicts local golf history. Dinner dancing every Saturday. Telephone 7-3811 for reservations.

BAMBOO GARDENS: Where you will enjoy exotic Chinese dishes, at tables grouped around an enclosed pool and garden. Fremont Extension just past the Salinas Highway junction.

LA PLAYA HOTEL: Home of the famous Lanai Room, serving South Sea Island cocktails, mixed according to their original recipes. Regular beverage service is also always available. The main dining room, serving breakfast, lunch and dinner, overlooks beautiful Carmel Bay. Special catering to groups. Phone 7-6476.

LOVER'S POINT INN: A drive-in and restaurant at the foot of 17th at Ocean View, Pacific Grove, where you eat those delicious Filet Mignon steaks. We also specialize in sea food. Dining room open from 6 A.M. 'til Midnight, daily. Drive-in open from Noon 'til 9 P.M. daily.

SARAH'S CHICKEN RESTAURANT: Wonderful chicken pies and fried chicken lunches and dinners at reasonable prices. Highly recommended by Game & Gossip magazine. Take home orders. 1600 Fremont Extension. Phone 2-3210. Closed Tuesdays.

THE HEARTHSTONE: On Ocean Ave., Carmel. "Where the fireplace glows on the street" and superb French dinners are done as they should be, at reasonable prices. Open charcoal grill, intimate atmosphere, cheese and wine of the best. Bar opens at 5 P.M. Mark Thomas is your host.

MISSION RANCH: Dinner in the Club Dining Room. Open every night from 5 P.M. 'till 2 A.M. Home of prime rib and lobster thermidor. Dancing, cocktails and dinner music. South end of Dolores St., Carmel. Phone 7-3824.

BARRETO'S: Famous Mexican restaurant. Cocktail lounge. Pre-war prices. Closed on Mondays. Abrego and Fremont, Mtry.

ORD CHAPLAINS PLAN EASTER SERVICES

Protestant Chaplains of Fort Ord met at a luncheon recently to complete plans for the Easter Sunrise service to be held at the Fort Ord Football Stadium 6 a.m. April 18.

Chaplain (Colonel) Edward T. Donahue, Sixth Army Chaplain, will officiate at the service.

Music will be furnished by the combined chapel choirs of Fort Ord. In addition, a specialty quartet of enlisted men at Fort Ord, will sing. Quartet members are Corporals Ross Pyper and Douglas Brien, and Privates Lee Farnsworth and Richard Storrs.

Phi Beta Phi Meet

The Pi Beta Phi of the Peninsula are getting together for an annual Founders Day luncheon Saturday at the La Playa Hotel. All Armed Forces Pi Phi's are invited. For reservations call Mrs. Claude Faw, 7-4845.

COLOR IN MEN'S CLOTHES, that's the thing--at least around the Peninsula. So, if it's color you've been seeking, trot right out to BAIRD'S STORE FOR MEN, 826 Fremont Ext. in Seaside. Mr. Baird stocks one sport shirt alone in 18 different luscious shades. Right now Mr. Baird is crowing about a wonderful buy he got in men's loafer jackets. For only $19.50 you can have this smart, not too extreme jacket in your choice of many colors and four good looking fabrics. Me, I liked best the linen type in natural beige. So, if it's color you want in leisure wear, remember it's at Baird's.

• • •

I HAVE JUST DISCOVERED the handsomest hostess gift or bridge prize. Truly unique and something to be cherished, and what is it? Aprons, yes, aprons. They're smartly handpainted by Avis, a local artist, in non-banal designs (quite worth framing) such as "Cricket in the Thicket". $3.95 and washable, of course. These should be seen to be believed. They're at HARMONY HOUSE that charming shop for young mothers and mothers-to-be, 830 Fremont Ext. in Seaside, a shop that specializes in gay, inexpensive maternity wear and the pretty extras that make the sweetest baby even more adorable.

• • •

GOOD NEWS FOR SMALL families, that's what I call Beef in a Basket, the terrific special at MONTEREY FROZEN FOODS, 2110 Fremont near Airport Road. This week's miracle price is $.50 a lb. and the baskets average 60 lbs. This basket deal means that various cuts from a half of Grade A beef are divided into four orders. Isn't that smart? No great outlay of cash, no interest charges but lots of good meat...cut, packaged and flash frozen just the way you like it. Don't pay high prices for your steaks and hamburgers, get Beef in a Basket.

SERVICE CHATTER

(Cont'd from preceding page)

and the Sect. bride, Joy Thompson evidently wasn't concentrating. It was 'feelies' and it came her turn to feel legs and find her husband and she got Tex Sodke...was her face red...

• • •

JACK SONGER SERVING...ice cream that is, at the 'Family Dinner' at the USO Sunday night. It's the Engineering Wives Club turn to give their all and the dinner sounds swell. Spaghetti, garlic bread and tossed salad.

• • •

ARMY

By Adeline Di Lorenzo

It was a housewarming as well as a farewell party when Capt. and Mrs. Lester Perry invited friends to their new Ord Terrace home Saturday afternoon to say "au revoir" to Major Catherine Hart who is leaving for duty at the Presidio in San Francisco.

• • •

Weekend guest at the home of Lt. and Mrs. Jack Bechtel was Lt. Wayman Sinden who just returned from Korea and is awaiting his discharge from the service at Camp Stoneman. He plans to join his wife and two-year-old son in Weiser, Idaho. Many may remember Lt. Sinden when he served with Co. "G", 20th Infantry at Fort Ord before leaving for Korea.

• • •

Other weekend guests to the Peninsula were Mr. and Mrs. Kenneth Wakefield-Garvin of Sharpe Park, Calif., who visited Capt. and Mrs. Dante Giammarco at their Pacific Heights home. Mrs. Giammarco is the sister of Mrs. Wakefield-Garvin. The Giammarco's introduced their guests to many of the lovely sights of the area and were delighted to have as their additional guest, Mrs. Wakefield-

(Continued on Next Page)

NAVY PHYSICIST TALKS

(Cont'd from B-1)

according to Watanabe.

"In the event of all-out H-Bomb attack by Russia", Dr. Watanabe said, "A few may survive."

"Cities and possibly an entire nation may be wiped out," he said, "but somehow a part of humanity always manages to survive any catastrophe."

Startling, these facts, but to Dr. Watanabe and his wife, Dorothea, it is just parlor talk. Michael Watanabe, a soft-spoken, bespectacled man, is a renowned theoretical physicist, contemporary of Einstein and Oppenheimer.

Dr. Watanabe said that he felt that the H-Bomb had reached such a level of devastation that it would be more of a war preventative than a threat. He also seriously feels that before any atomic attack, the competitive nations of the world will be so advanced in the potential conquest of the moon that the mere conquests of nations will be a trivial thing.

Once firmly in the realm of speculation, the 41-year-old scientist relaxed in an easy chair, lit a cigarette and launched into a discussion of his investigations into "What is Time?" He is very much interested in learning the physical property of Time. Beginning with the premise that there are mental and physical differences in Time, Dr. Watanabe intends to substantiate his theory that Time is more than a measurement.

"A clock measures Time," he said, "but it doesn't measure what Time is. There is Time. I intend finding out just what it is."

This is the future project planned by a man who believes that the life of a physicist ends after age 30. "All physicists," he said, "with a few exceptions, completed their best work before they were 30. Einstein made his most important discoveries while in his 20's. The brain, after all, is like a muscle. After 30 it begins to deteriorate. The power of absorption is so much less and in physics there is so much progress that it takes the younger man to grasp the changes quickly."

A graduate of Tokyo University and the Sorbonne in Paris, Dr. Watanabe holds both a French and a Japanese doctorate. He met and married his wife Dorothea, a German student, at the Sorbonne and they went to live in Japan where he held a professorship at Tokyo University.

The outbreak of war came as a shock to the Watanabe family. Members of the Japanese hierarcy, Michael Watanabe's father was a viscount, a member of the parliament and Minister of Finance. The nobility, according to Dr. Watanabe, did not go along with Premier Tojo's plans for conquest. A war with the United States seemed impractical in that it was pointless. "Conquest of the States seemed absolutely impossible," said Dr. Watanabe, "therefore, there seemed to be no objective in the war other than just fighting."

The Japanese masses, on the other hand, had been incensed with a hatred of the West. Mrs. Watanabe remembers her experiences of being stoned by mobs and shunned by former friends during the war years.

The bombing of Hiroshima was announced by a small item in the Tokyo papers. "A friend came to the house that day, a physicist. We discussed the strange attack reported in the newspaper and we knew that an atomic bomb had been dropped." At this time the Japanese scientists had completed a cyclotron after 23 years of work and had just reached the first step in harnessing atomic power, the separation of the isotopes. One of the first acts of the MacArthur occupation regime was to take the multi-million dollar cyclotron apart and dump it into the Pacific ocean.

In 1950 Dr. Watanabe was invited to come to Wayne University to teach. He taught there for two years and then accepted his present position with the Navy. Mrs. Watanabe took a teaching job at Texas University and earned her doctor's degree in the Lone Star State. In a broad German accent she says, "I'm a native of Texas."

Now Dr. Watanabe looks forward to the probability of American citizenship, future study in the humanities or philosophy and Mrs. Dr. Watanabe plans a book on her years with the Japanese people from the viewpoint of a Western woman adopting the oriental customs.

And if one day you should gulp your coffee and rush to make the 8:04 for the Moon, please remember that Dr. Michael Watanabe shrugged his shoulders and said, "It is inevitable."

SERVICE CHATTER

(Cont'd from preceding page)

Garvin's brother, Richard Mundwiller.

• • •

Entertaining for an evening of bridge Friday, was Mrs. Wilder S. Deamud of Bay View Park. High score was won by Mrs. Rolph Pate and her partner, Mrs. M. E. Reynold. Also there to enjoy a delicious late snack were Mesdames William Smothers, James Boland, J. Curry, Gladys Dorrien and Jack Green.

• • •

Capt. M. E. Reynolds of North Bay View Park has gone East to Detroit on business. On his return trip he will pass by Minneapolis where he plans to pick up his parents, Mr. and Mrs. C. E. Reynolds and all three will then return to the Peninsula. The Reynolds plan to stay in the area for a week and then continue northward to Washington to visit relatives.

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LOWDOWN ON SPORTS CARS

THERE ARE an ever-increasing number of people these days who want to get there fustest with the leastest.

These speedy folk are the sports car enthusiasts, almost all of whom are race drivers at heart, and an event like the Pebble Beach competition is their paradise.

Despite its rapidly gaining popularity, however, the true nature of sports car racing has remained pretty much of a mystery to the uninitiated.

They come to the races to hear the impatient roar of unmuffled motors at the starting line, to watch the cars flash by, to thrill to the hazards and suspense of contest.

But afterwards they often walk away with a disappointed so-what feeling that the winner averaged only about 70 mph.

This feeling, of course, is due to the familiarity with speed of the American motoring public. Wheeling along at 80 when there's no cop in sight is daily routine.

Sure enough, if you take an

(Cont'd on next page)

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10	G	Nardi-Spyder	Kurt Hildebrand
11	F	Porsche	John von Neumann
12	F	MG Special	Earnest W. Mack
16	F	Porsche LeMans	Stanley Mullin
18	F	MG-TC	Jack G. Hayes
23	G	OSCA	Alfred Coppel
25	G	Panhard	Perry Peron
29	G	Moretti	T. High.
30	F	Porsche	Ralph Ormsbee
35	F	Jowett Jup.	Joseph Weissman
40	F	MG-TD	Jack Dalton
42	F	MG Special	Richard Lyons
44	F	Singer Spec.	D. Vanlaanen
48	F	MG SPEC.	W. G. Bell
50	F	MG Mark IIA	Ken Miles
53	F	Porsche	Jack Brumby
54	H	Crosley Spec.	Harry Eyerly
58	F	Porsche	Don Dickey
61	F	Simca Spec.	Louis Van Dyke
62	H	Gutbrod	Dick Jones
65	G	Varmi't Mk. II	E. E. Gaspar
66	F	MG Spec.	Kjell Qvale
67	F	MG-TC	H. Banta
68	F	MG-TC	Dusty Mahon
71	F	Porsche	Dennis Schillom
85	F	Jowett Jupiter	Don Connelly
86	G	Panhard DP	Francois Crouzet
90	F	Morris Minor	Forest Edwards
96	G	Crosley Spec.	Chet Lancaster
99	F	MG-NA	L. P. Jacobsen
102	F	MG-TC	Al Selby
110	F	MG-TC	Dr. J. K. Skivington
111	F	Porsche	Walter Kieckhefer
117	F	OSCA	Chick Leson
122	F	Young Spec.	Dr. J. P. Young
123	G	Panhard	Glenn St. Louis
124	G	Giaur	Pete Lovely
125	F	VW-Porsche	Bob Hicks
133	F	Jowett-Jupiter Spec.	Bill Behel,
136	F	Jupiter Spec.	Ray Stevens
141	F	MG-TD	S. L. Sinclair
149	F	MG-TD	Bob Drake
153	F	MG-TC	Don Brittsan
154	F	MG-TD	John Russell
161	F	MG-TC Special	Cy Yedor
169	F	Siata-Jupiter	J. Worth
167	F	Trojan Special	Troy McHenry

April 11, 1954
2:30 P.M.

DEL MONTE TROPHY

For cars over 1500 c.c.

Car	Class	Marque	Driver
1	D	Edwards Spec.	Barry Wagnerrds
5	E	Ferrari	Ranald Macdougall
6	C	Baldwin Mark II	Bill Pollock
7	B	Olds-Allard	Major Skip Swartley
9	E	Maserati	William B. David
13	E	Maserati	R. G. Gillespie
14	C	Tatum-Wayne	Charles Tatum
15	E	MG-TC Spec. S/c	N. A. Bourgeault
20	E	Siata 208S	Ernest McAfee
21	D	Fiat Spec.	Haile Chace
26	C	Ferrari	Sterling Edwards
33	B	Cad-Allard	Francis Hodges
36	B	Allard J	John Fox
37	C	Cannon Mk II	James Seely
38	E	Frazer Nash	James Lowe
39	C	Jaguar Mod.	William Freedman
41	D	MG-TC V-8 60	Phil Sieberg
43	D	Sunbeam Alpine	Carl Ganschow
55	C	XK-120M	Samuel Weiss
60	B	Allard J-2	Tom Bamford
64	B	Allard LeMans	Karl Block
70	B	Ford Spec.	Max Balchowsky
75	B	Chrysler Spec.	Fritz Warren
76	E	Ferrari	Ignacio Lozano
77	D	V-8-60 Spec.	Vale Wright
80	C	Mercury Spec.	Dr. R. Louis
83	C	Bellesiles Spec.	Jaques Bellesiles
88	E	MG-TC S/c	Jack McAfee
100	D	Austin Healey	Bill Snell
105	C	Kurtis Kraft	Bill Stroppe
106	B	Kurtis-Cad.	George Sawyer
107	B	Allard J2X	John Barneson
113	C	Jaguar Spec.	Bill Pickford
131	D	Austin-Healey	Michael Graham
156	E	MG-TC S/c	Harold Erb
157	C	Dodge-Kurtis	Roy Wiley
159	C	Jaguar Spec.	Ed Wilder
160	C	Jaguar Spec.	Chuck Daigh
333	B	XK-120	John McGregor

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Lowdown on Sports Cars

(Cont'd from preceding page)

imaginary concrete apron 100 miles long, and you line up Cadillacs, Lincolns, Fords, Hudsons and other Detroit makes along with Jaguars, Porsches, MGs, Panhards and other sports cars, chances are that most American makes will beat most sports cars to the finish line. But put a few corners in the apron, and they'll take the guy out of the Cad, if he's tried to lead the field, and put him in a casket.

Similarily, if a road race were held between Monterey and San Luis Obispo, Detroit stock cars would make a good showing on US-101 but wouldn't do so hot on the Coast Route.

This points up the main difference between regular automobiles and road racing models.

Detroit cars are built for comfort, driving ease (especially when equipped with power steering), roominess and a smooth ride, with plenty of power for fast highway traveling and geared in such a way that they can equally well crawl through city traffic without straining the motor. They are, basically, a utility.

Sports cars are a luxury. They sacrifice passenger and luggage room for compactness and lighter weight, driving ease for better steering control, smooth ride for greater traction and faster cornering. They are super-tuned and highly efficient per weight. Their super-tuning requires constant shifting to keep the motor turning over at top efficiency. Driving them is work; but if you like it, it's fun.

• • •

SPORTS CARS, however, are not racing cars, notwithstanding that some may be used exclusively for racing by their owners. They are designed to meet all standard highway requirements. They differ thus from the highly-specialized Indianapolis jobs, midget racers and the super-powered Grand Prix models of the continent.

In fact, to be eligible to participate in a road race, sports cars must meet certain "average automobile" qualifications, set up by the F. I. A.--the International Federation of Automobiles. They must, for instance, have at least two seats. They must have headlights and tail lights. They must have a door.

The average American automobile, on the other hand, would not be eligible to participate in a sports car road race if for no other than safety considerations. One of these would be that the average car could not negotiate a sharp corner at competitive speed without veering out of control and possibly sweeping the guy next to him off the raceway.

Photo by Julian P. Graham

• • •

HOW THEN, structurally and mechanically, do sports cars differ from family automobiles?

Here are the main features that distinguish them:

• Sports cars are as light as possible. Their weight is determined by the size and power of their engines. Weights range from 900 to 2,500 pounds. The heavier and more powerful the engine, the heavier the frame must be to support the engine. If the frame is too light, the torque of a powerful motor will soon shake it apart.

• Sports car frames are stronger and very rigid. This not only makes for a lower center of gravity, but also keeps all four wheels pressed evenly to the road for greater traction.

• Sports car design is generally lower, closer to the ground. This, when linked with proper methods of suspension, keep the car from swaying.

• Sports cars have direct steering. Every movement of the steering wheel counts in determining the course of the car. There is no play in the wheel. Consequently the driver has better control.

• Sports car brakes are more efficient. Even so, a road racing driver must brake a considerable distance before going into turns because if he brakes too hard at the last moment he'll burn out his brakes after a few laps. At last year's Le Mans classic, Jaguar competed with an airplane-type disc brake which made it possible for the driver to brake in the turn without burning up his brakes, but this refinement is still a rarity.

• A sports car generally has four forward speeds in synchromesh. This is necessary because of several factors. For one, the car needs as much acceleration as possible pulling from curvers into straightaways; for another, gears are often used to help brake the car going into turns. Sports cars are driven according to tachometer, an instrument that records engine revolutions. A good sports car driver always keeps the car in whatever gear the engine can deliver its fullest power under the circumstances.

• Sports car engines are made as efficient as possible. This includes, in many instances, provisions for relieving back pressure on exhaust valves by exhaust gases. That's why mufflers are removed, for example, thus giving

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"Prior to the receipt of 'SO HELP ME HANNAH' lay-ins due to Poison Oak Dermatitis were numerous. After receipt of the ointment lay-ins were negligible." In practically all cases the men treated stated that the ointment gave instant relief, checked weeping and reduced swelling rapidly. Even in bad "smoke" cases, where men were fighting fires, "SO HELP ME HANNAH" proved quick and effective. In addition to the State medical authorities who conducted the tests, more than 60,000 people in California and Oregon who have used "SO HELP ME HANNAH" know the merit of this product.

Hundreds of letters testify to the effectiveness of "SO HELP ME HANNAH" on many types of skin irritations. Included are boys back from the South Pacific with "fungus-like" skin irritations that baffled Army clinics and doctors. "SO HELP ME HANNAH" has cleared up many allergy cases. It also takes the itch out of insect bites, hives, measles, chicken pox and itching piles. And it takes the hurt out of sunburn . . . gives instant relief. It is pleasant and safe to use around the eyes and on any part of the body. $2.00. Satisfaction guaranteed. Get a jar from your druggist today.

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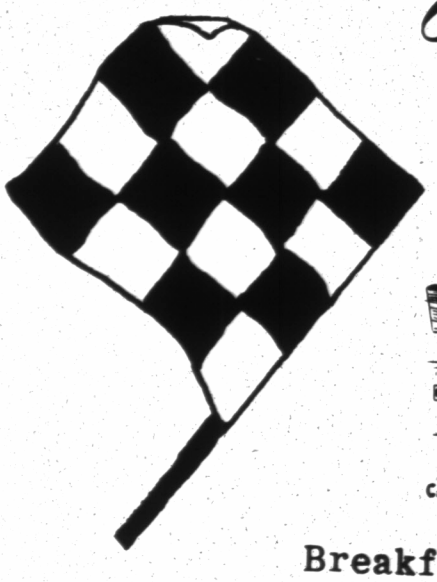

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sports cars their own exciting motor music. Another means of relieving back pressure are multiple exhausts. Some cars have as many as 16.

• In keeping with aesthetic principles, most sports cars look like what they are built for: maximum performance. Often their design makes them look on the move even when they are standing still.

• • •

IT IS GENERALLY taken for granted that, other factors being equal, the biggest sports cars will finish first in any race. That's why the public adulation of the trophy winner is a mistake. Often, he isn't the best driver at all. Often, he doesn't even drive the best car in the race. It's just that his car outclasses the other competitors.

That's why those in the know always recognize several winners in each race--a winner in each class. These classes are arranged according to piston displacement, the main factor which determines engine power. Piston displacement is measured in cubic centimeters (or cubic inches and sometimes in liters).

Categories recognized for competitive purposes are:

• Class H - under 750 cc. This includes models of the Panhard, Gutbrod, Fiat and Crosley Specials.

• Class G - 750 to 1,100 cc. Makes: Moretti, OSCA, Nardi, Panhard, Giaur.

• Class F - 1,100 to 1,500 cc. Makes: Porsche, MG, Singer, Jowett-Jupiter, Siata, Simca, Volkswagen, Morris Minor.

• Class E - 1,500 to 2,000 cc. Makes: Frazer-Nash, Ferrari, Maserati, BMW, Triumph.

• Class D - 2,000 to 3,000 cc. Makes: Austin-Healey, Sunbeam Alpine, Fiat Special, Edwards Special.

• Class C - 3,000 to 4,000 cc. Makes: Ferrari, Jaguar, Allard, Curtis, Mercedes-Benz 300 SL.

• Class B - 4,000 to 5,000 cc. Makes: Curtis, Allard, various specials.

• Class A - over 5,000 cc. Almost all cars in this category are specials, including the Cad-Allards.

(For a quick comparison: most American family cars are over 3,000 cc., weigh considerably more than sports cars of equivalent piston displacement.)

Within the individual piston displacement classes, racing officials make a further distinction between production cars and modified models. They are not in competition with each other since modified models, if successfully modified, would tend to beat the production cars from which they were modified.

Stock racers must be used the way they came off the production line except, of course, that they may be properly tuned.

News from Sac'to

Peggy Marquard of Carmel Valley recently was voted new Regional Director for Congressional District #13 at the California Republican Assembly Convention in Sacramento.

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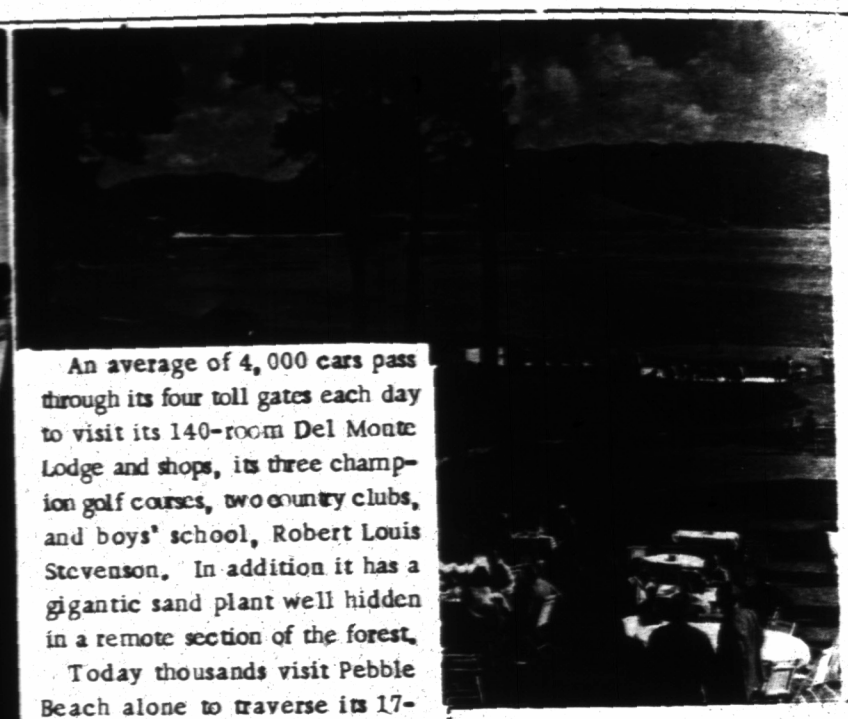

In 1915 a powerfully built former Yale football captain rode a red stallion over the eleven square miles of virgin forest and sand dunes known as Del Monte Forest.

He decided then and there that the Del Monte Forest and the Peninsula as a permanent seat for "class living" had barely been touched.

Samuel F. B. Morse, grand nephew of the telegraph inventor partially derived his interest from the fact that he had been called in by the Pacific Improvement Company, catchall corporation for the fabulous Big Four of western development to see what could be done about the Monterey Peninsula. The Big Four included Charles Crocker, Leland Stanford, Collis P. Huntington and Mark Hopkins.

Under Morse's guidance this wild kingdom of plenty has come to have an assessed valuation of $6,600,000 on the County tax rolls. This figure at best is 40 percent of value, even this is regarded by some realtors as a short yardstick of its actual value.

The forest has 550 homes, owned by a wide range of celebrities and blue bookers, including such names as Bing Crosby, William Knowland, publisher of the Oakland Tribune, several Crockers, retired industrialist Howard Viet, Cartoonist Jimmy Hatlo, just to name a few.

Photos by Julian P. Graham

An average of 4,000 cars pass through its four toll gates each day to visit its 140-room Del Monte Lodge and shops, its three champion golf courses, two country clubs, and boys' school, Robert Louis Stevenson. In addition it has a gigantic sand plant well hidden in a remote section of the forest.

Today thousands visit Pebble Beach alone to traverse its 17-Mile Drive (actually 9.8 miles), to see its wild coastline, picturesque Cypress trees, witch and ghost. But in 1915 it was another matter.

The 7,000 acres of the Monterey Peninsula, purchased by Crocker in 1879 at $5 an acre to augment the success of the Southern Pacific spur line south of San Francisco, was not doing so well.

Even the fabulous old Hotel Del Monte, built as the most fashionable hotel in the West complete with polo fields, race track and other items to attract the carriage trade, was being hurt by the war in Europe.

Morse did two things--he brought in a first class manager for the hotel (now the Navy School) and then turned his attention to the untouched forest.

He re-routed the 17-Mile Drive, picked up the deed of choice Pebble Beach waterfront lots. One such site was the present site of Del Monte Lodge. It was then the site of a Chinese fishermen's village. He also rushed construction on the Pebble Beach Golf Course and the Lodge.

In a short time Morse became an influential figure on the Peninsula. In fact, one night the

Cont'd on Next Page

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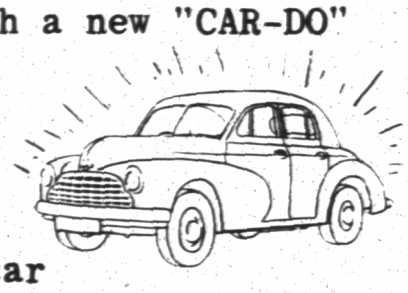
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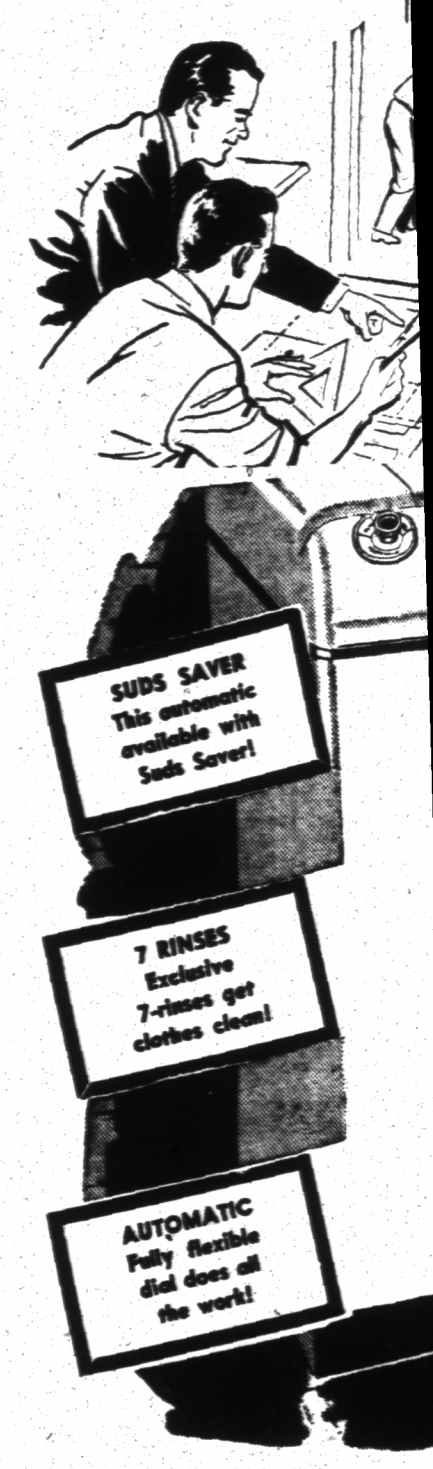

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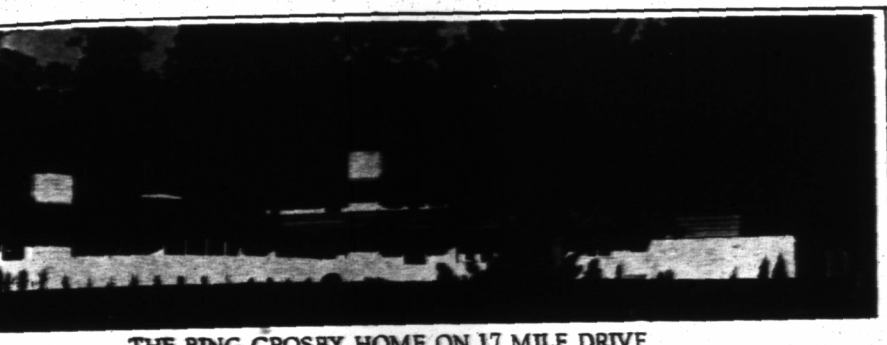

THE BING CROSBY HOME ON 17 MILE DRIVE

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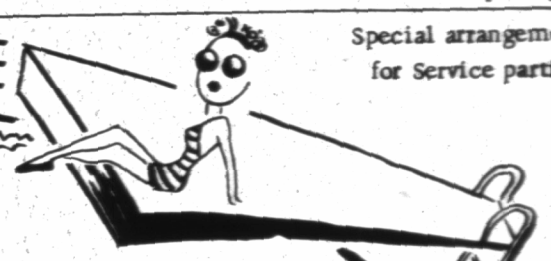

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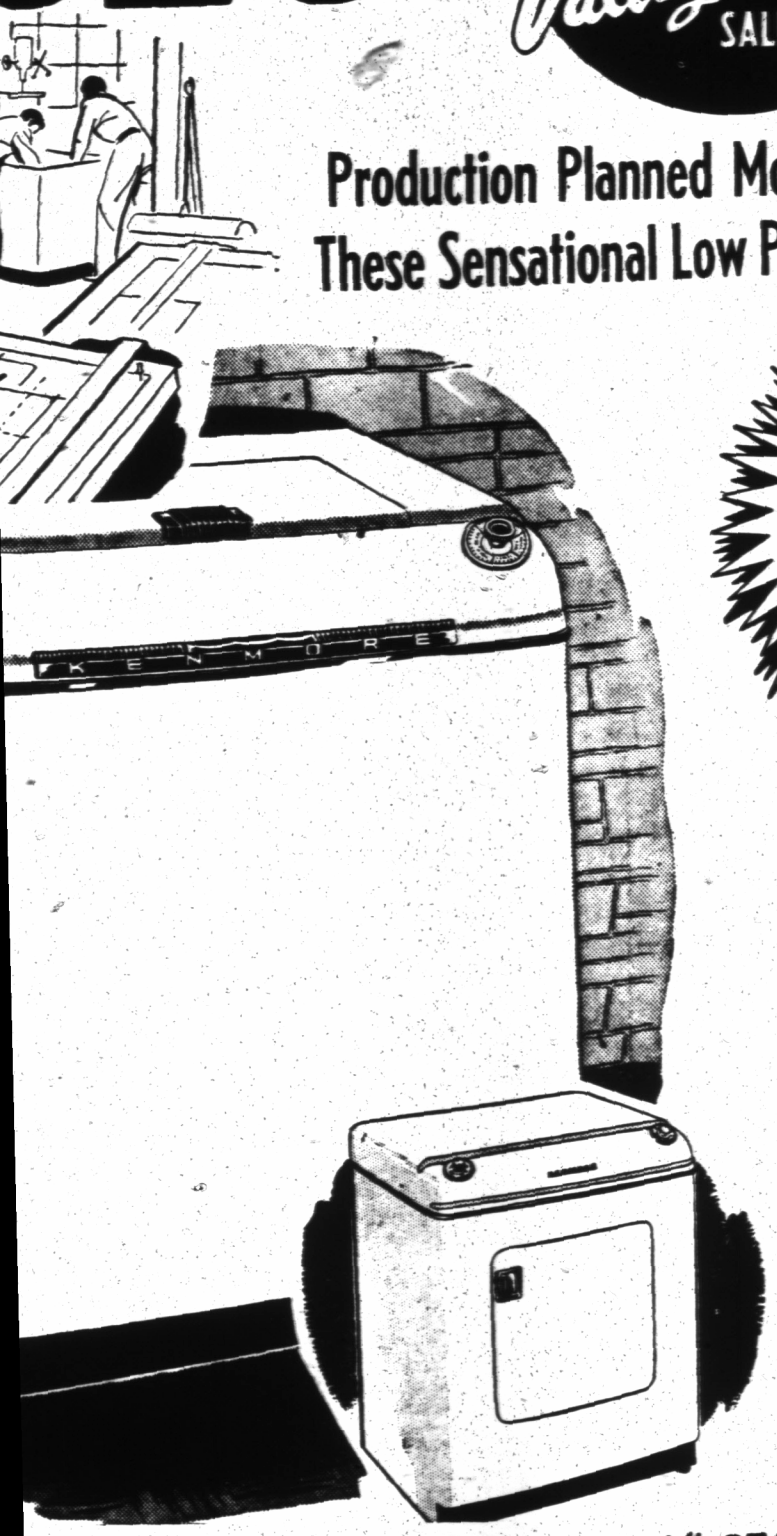

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PEBBLE BEACH

(Cont'd from preceding page)

Monterey City Council met and decided to reform the city boundaries excluding the Hotel Del Monte and other East Monterey lands from the city limits. The property was not reannexed until after the old Hotel Del Monte was sold in 1948 to the Navy.

By 1919 the property was so healthy that an eastern syndicate offered $1,200,000 for the property. Morse, figuring if he was good enough to run it for somebody else might as well do it for himself, got the backing of Herbert Fleishhacker and other San Francisco friends and purchased the holdings for $1,300,000.

The company was renamed Del Monte Properties. Morse, president and chairman of the board, today is still its major stockholder.

Morse in developing the area soon added two more golf courses, Cypress and Monterey Country Club, and by 1929 Pebble Beach was used for the National Amateur Open Championship. Later when the Del Monte Hotel was sold to the Navy for $2,149,000, he added some more rooms to the Del Monte Lodge and a shopping center and sought to have it re-capture the carriage trade calendar of the other hotel. In addition the Pebble Beach Road races were promoted, another step in attracting the "right people".

Through the years the development in Pebble Beach has been a unique threefold, real estate, resort augmented by an incongruous but profitable sand plant. The sand plant is credited by company officials with pulling the properties through the last depression.

THE HART CASTLE

Pebble Beach has been called a feudal estate. This is actually an inaccuracy since few of its millionaire and other residents could be called slaves.

Del Monte Properties does, however, own its own roads, demand a toll of visitors and a fee of residents, to keep them up. Morse rules on all buildings and additions. He has managed to keep the area in the County, permitting a lower tax rate to property owners than urban areas of the Peninsula.

Although all property developments are ruled on, Morse does not require a rigid form of architecture as "long as it is harmonious to the region". And it must be said that, unlike many real estate developments, Pebble Beach under his leadership has preserved its natural beauty.

The area's architecture includes the Byzantine mansion built by Mrs. Templeton Crocker, 48 columns from 32 countries and 17 rooms. The house, which cost $1,000,000 to build, is now owned by Mr. and Mrs. George Hart, who, after adding a swimming pool and beach of radiant sand, want to sell it. The area's architecture also ranges to very modern, as depicted by Movie Director Robert Buckner's guest house.

Today, at 69, still ramrod straight, Morse maintanis:

"Frankly I was glad to see the canneries go. The Navy School and its type of people is worth much more to the Peninsula. People who talk about turning the canneries into factories are talking through their hats.

"The Peninsula's future lies in further development as a recreational area and making it a cultural center. Any industry brought here should be in the nature of main offices of insurance companies or publishing houses."

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Wharf Makes Another Hit

Acting reached a new high mark on the piers of the Wharf Theater this week with Tennessee Williams' "A Streetcar Named Desire".

If the production suffers at all it is from the fact that the play is a heavy even though the humanness of some of its characters gives rise to an earthy humor.

Some have criticized Williams and his play for verging on the melodramatic--not being clean cut. This reviewer admits editing of the play could strengthen its pace.

But Williams is a success because his plays cut through slices of life --especially segments familiar to the South

In "Streetcar" he catches dankness, the illusion of escape, despair and the many facets called desire.

In the Wharf production the fallen Blanche, living on illusions and filled with desires of security, love and passion, comes alive with Ruth Warshawksy's interpretation.

The role is further enhanced in that the Wharf version does not suffer from Hollywood censorship.

For once the Wharf has managed a cast of male actors that hold their own with the women leads.

A robust Wharf newcomer, Bill Wintersole, is tailormade as the earthy Stan Kowalski; George Gordon gives a faithful interpretation of Mitch.

Jo Wellborn, another newcomer, plays Kowalski's wife, Stella, with grace and sensitivity.

The supporting case are made up of: Dee Olivetti, Eunice; Leon Altneu, Steve; James Lyon, Pablo;

(Cont'd on next page)

IN EASTER CONCERT

LUCILLE NORMAN, Hollywood vocalist, will star with Actor John Boles in this year's Easter Concert at Edison Holt's Carmel Valley Bowl. The great concert of fine music will start at 2:30 p.m. Easter Sunday. Parking space will be available for up to 15,000 listeners. Tickets are $1; for servicemen, 50 cents. Proceeds from the concert in the acoustics-perfect outdoor theater will go to the American Cancer Society.

the WHARF THEATRE
PRESENTS
"A STREETCAR NAMED DESIRE"
FRI. SAT. SUN.
8:30 P.M.
starring
RUTH WARSHAWSKY
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Entertainment for the whole family.
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Open Eves. 6:45 - Show 7:00
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WED. THURS. FRI. SAT.
BOB HOPE JANE RUSSELL ROY ROGERS and TRIGGER
SON OF Paleface Technicolor
A Paramount Picture
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DEAN MARTIN and JERRY LEWIS
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SUN. MON. TUES.
CLIVE BROOKS
DIANA WYNARD
Starring in
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AARON SLICK of PUNKIN CRICK
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J. ARTHUR RANK IMPORT
TURN THE KEY SOFTLY
Topnotch British Cast
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ONE WEEK - STARTING
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Northern California Premiere shared with United Artists Theater, San Francisco.
Grand Prize Venice 1953 Special Award
"HEIDI"
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LITTLE BOY LOST
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BING CROSBY
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3 YOUNG TEXANS
WITH
MITZIE GAYNOR
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THE FABULOUS BROADWAY MUSICAL REVUE FILMED IN
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Leonard Sillman's
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in glorious COLOR
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An EDWARD L. ALPERSON Production
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HELD OVER
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J. ARTHUR RANK PRESENTS
"Genevieve"
In Technicolor
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EMIL JANNINGS in THE LAST LAUGH
NEXT TUES, WED - THURS
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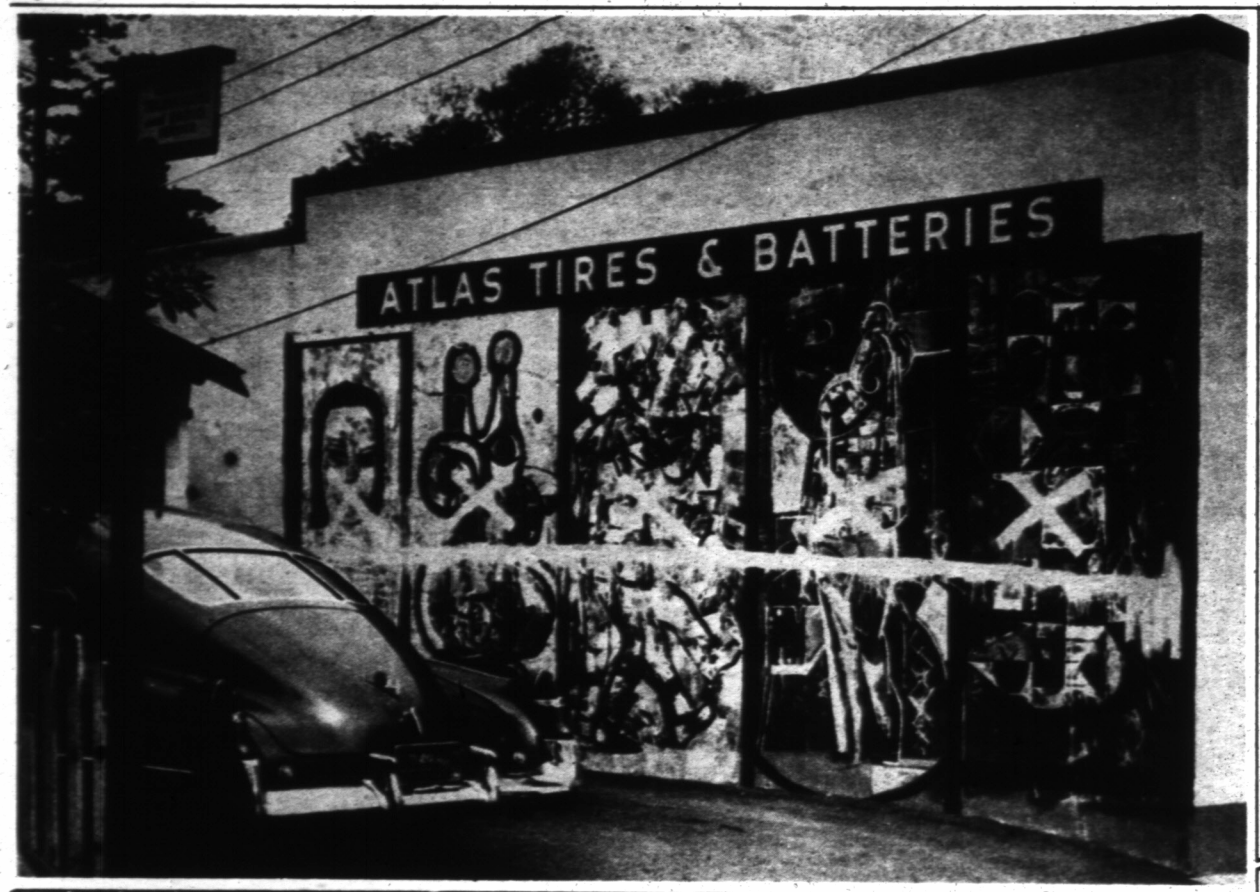
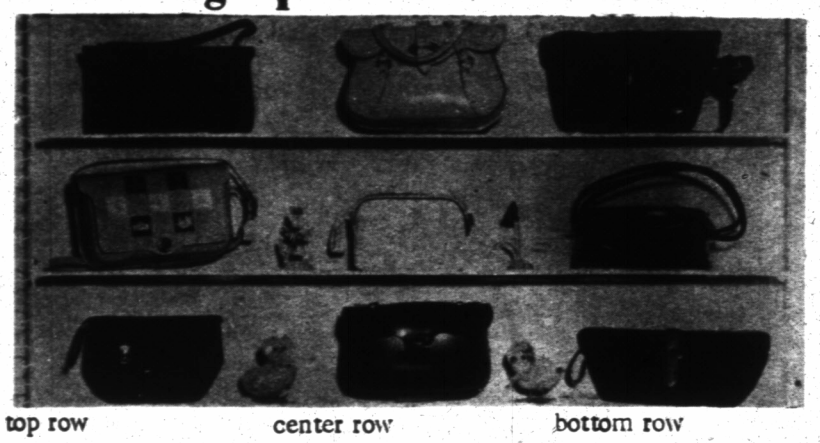
FRIDAY thru THURS. APRIL 16-22
CAROL REED'S Supreme Adventure in Suspense!
The MAN BETWEEN
starring JAMES MASON
CLAIRE BLOOM · HILDEGARDE NEFF
A Legion Films Release
Distributed Through United Artists
Plus - "MAGOO GOES SKIING"
EVES: 7 & 9:10 MAT. SUN. 2:15



Hand Bag Specials For Easter



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Skirts...

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THE SQUAW SHOP

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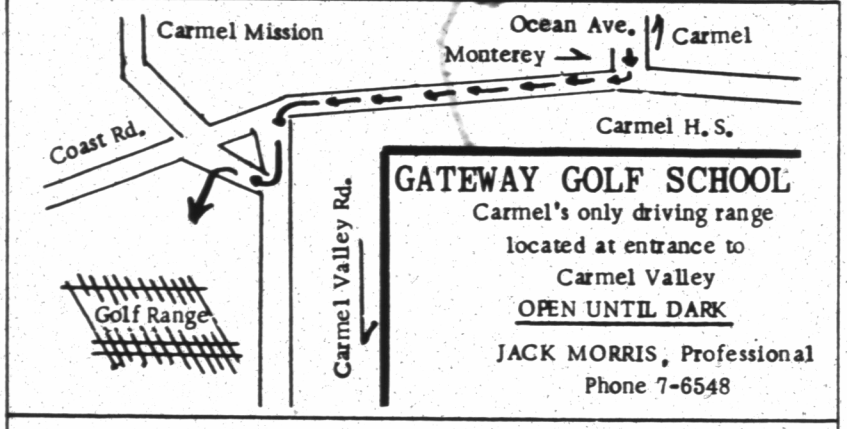
CARMEL, CALIFORNIA

A GALLON of white paint this week wiped out the work of five modern artists in Carmel: Jay Hannah, Larry Lushbaugh, Richard Lofton, Elwood Graham and Sam Colburn. The gentleman who X'd out the mural panels several days before he got around to obliterate them, was Joe Kleine, an electronics man who bought out Hannah's radio shop recently.

Kleine got his legal permission from Carl Patnude, who is the lessee of the Standard Oil Company wall and Council candidate.

Kleine attempted to justify his action muttering something about un-American , which nowadays conveniently covers everything one doesn't personally like.



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5TH & MISSION STS.

"STREETCAR"

(Cont'd from preceding page)

Jack Kissell, the collector; Audrey Meader, the nurse; and Harry Dinwiddie, the doctor.

They mesh with an expertness of team horses, neither detracting nor stealing from the main roles.

Likewise, Nick LeFeuvre with his sets again masters the limited space of the Wharf stage, producing an authentic New Orleans Latin Quarter and the necessary backdrop atmospheres.

Directors Thomas Brock and Robert Carson have again proved their competence and skill in producing a professional production with amateur and semi-professional actors. --T.H.

LIBERTY FISH MARKET
"Half way down the Wharf"
- on the left-hand side -
Seafood cocktails - Beer
Fresh seafood of all kinds

NOW THAT THE WEATHER IS CLEARING
THOSE
"Weather Tracked"
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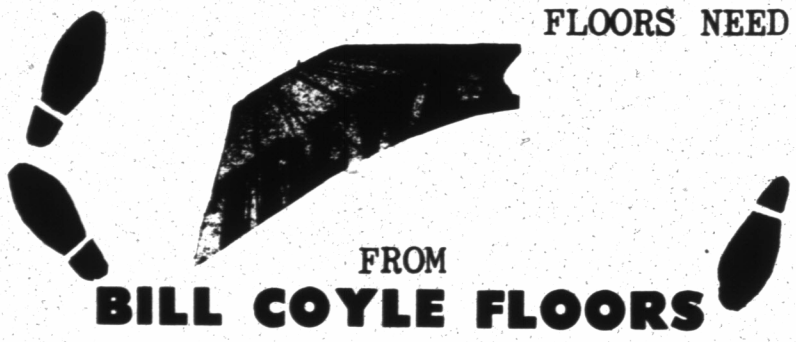

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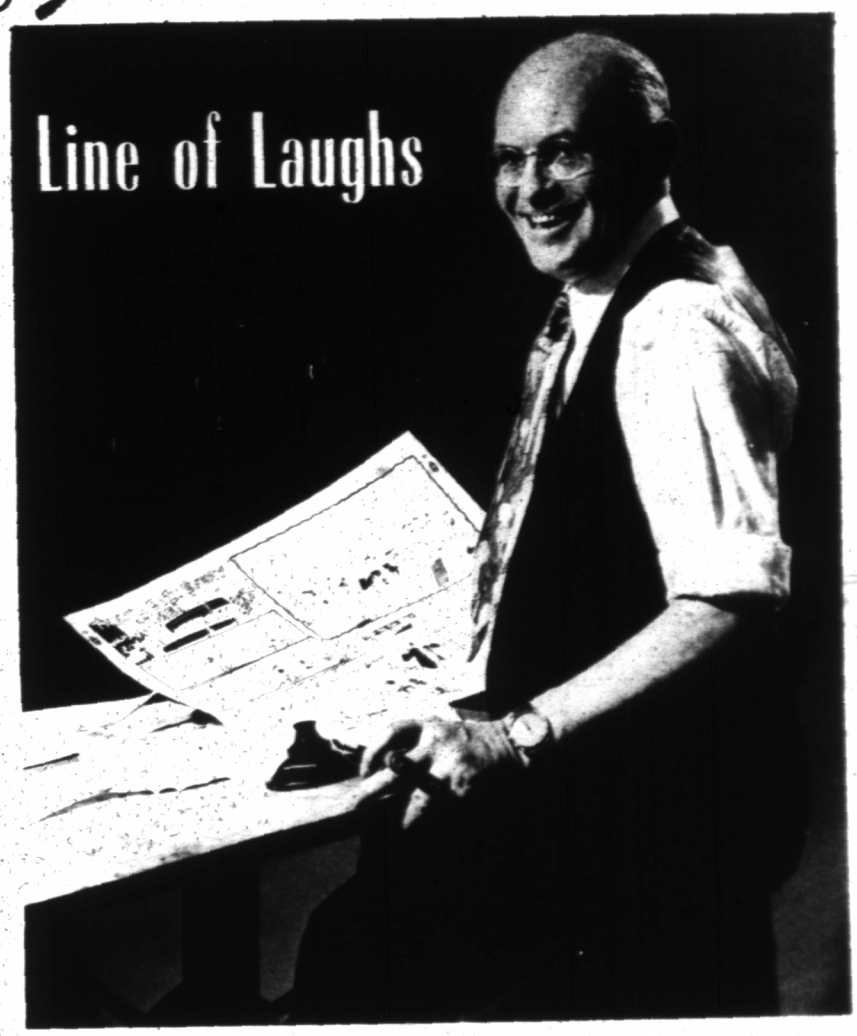
Jimmy Hatlo's Assembly Line of Laughs



Out on Pebble Beach in a big rambling two-story place called "Wit's End", a seemingly quiet, respectable fellow gets up from a drawing board and starts to scream. He raves and roars. His wife downstairs doesn't even bother to look up from her book. At the height of the contrived tantrum a secretary snaps a picture with a polaroid camera and the tantrum subsides. A minute later a new antic of J. P. Bigdome, the principal character of a cartoonist named Jimmy Hatlo, goes into action. Little Iodine gets into trouble, Mrs. Popgirdle has hysterics and Henry Tremblechin, employee of Bilgewater Beverage Company will feel the wrath of the recent tantrum.

The big house suddenly trembles with the issuance of the word, "Eleanor!" Mrs. Hatlo puts down her book, mounts the cartoon-and-picture-lined staircase, goes into a series of absurd poses while the camera snaps and a new "They-'ll Do It Every Time" panel is readied for the assembly line of laughs.

This is a typical day in the Jimmy Hatlo household where the puppetmaster of Little Iodine and all the characters of "They'll Do It Every Time" puts his actors through their paces and comes up with the

BUT COMES IT TIME TO MIX THE BABY'S FORMULA--THAT'S TOO BIG A JOB FOR PESTLE--HEH, HEH!
CAN'T YOU DO ANYTHING? THERE'S NOTHING TO IT--ALL YOU DO IS ADD 9 OUNCES OF MILK AND TWO SPOONFULS OF SYRUP TO 2 OUNCES OF WATER-
UH-UH-NO-NO! THAT'S SERIOUS BUSINESS! I WOULDN'T TRUST MYSELF WITH SUCH A DELICATE JOB...
THANX TO MRS. JESSIE VRACHIOTTI, 2434 CABRILLO ST., SAN FRANCISCO, CALIF.

cartoons which bring belly laughs from the readers of 750 newspapers in the United States and 18 foreign countries.

In this spacious home with the amazing view of Carmel Bay from every window Jimmy Hatlo lives and works with his wife and five-year-old son Jimmy, happily exposing the frailties of human nature.

Starting with the theory that "People are pessimists about other people," Jimmy Hatlo and his staff of one secretary and two artists churn out a daily panel, a weekly color strip plus innumerable comic books and pocket books. Working under constant pressure, Hatlo has trimmed his operation down to a factory-like assembly line which nets him $250,000 a year.

Beginning with the culling of the hundreds of cartoon suggestions

(Cont'd Section D, Page 4)

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THE STORY OF LEW JENKINS

(Continued from Section B, Page 1)

cotton picker. He couldn't make a go of anything and he would pack the family of seven kids in an old covered wagon and go from cotton field to cotton field.

"I come from a poor, ridiculous family," Lew once told a sports columnist.

The family kicked around Texas until they finally settled in Sweetwater in 1929 in tents on the side of Highway 80 because a house cost five dollars a month.

The whole family picked cotton. At 35 cents a hundred pounds a top picker could pick 300 pounds. "We'd pick fourteen hours," Lew said, "and no ten minute breaks or nothin'. We'd get to the end of a row and my Dad would say: 'Come on.' In cold weather your hands would chap and the burrs would prick 'em. That's the way it was with the poor people of Texas in my time."

But Lew had that right of his. That natural right that some got and some ain't. Lew had it and he showed it to the world. In Sweetwater he used to fight the Mexican kids in an alley. The winner got a pie. Lew belted them out with that straight right and got his share of pie.

In 1936 Lew was picking cotton in Mesa, Arizona, when he read that Jimmy Braddock, then heavyweight champion was going to fight Jack McCarthy in Phoenix. As Lew told Bill Heinz, "I never seen a champion or been close to one. I told one of my pals, "I'm gonna get me a fight on that card.' "

He bummed to Phoenix, got a dollar advance from the promoter, lived on oatmeal for a week and, half starved, he stepped into the ring and put the guy to sleep. He collected his other four dollars for the fight and bummed his way to Dallas.

He fought in Dallas, winning his second fight, then he hopped a freight to El Paso and enlisted in the cavalry at Fort Bliss because he was hungry and wanted to sleep in a bed.

Lew fought a lot at Fort Bliss, winning the welterweight title. He also fought pro at Silver City and El Paso. In 1938 he decided he wanted out of the cavalry and made up his mind to fight Armstrong and Ambers. He went to

In July of 1939 he hit New York with eight bucks in a ragged pocket. He was introduced to Willie Ketchum, who put him in a ring and watched that right hand. Willie taught Lew to jab with his left, putting in a lot of time with him because he felt sorry for him.

Lew's first go in New York was an eight-round decision over Baby Breeze. Then he took Joey Fontane and Breeze again and then he tagged the seven straight kayoes that got him the title go with Lou Ambers.

They said Ambers couldn't be stopped. He was four-to-one over Jenkins, but he never had a chance to get started. Jenkins chopped him down in the first minutes of the first round, put him on the deck with a left hook in the second, and rocked him to sleep in the third. Lew Jenkins was the new Lightweight Champion of the world.

Now he was pulling down twenty-five grand a fight.

He stopped training, became unmanageable, blew a fortune setting up drinks for the house and just raised hell in general.

If you're not convinced about Jenkins being a heart and guts fighter, here's the tale of the night he lost the title. A week before he had been in a bar fight some sailors picked on Broadway. Lew got his hand badly cut by a glass and when the doctor sewed it up he told Lew that he wouldn't be able to bend the index finger again.

In Wilmington, Delaware, where Lew was defending against Al Tribuani, he got loaded again and turned up in the dressing room in bad shape. When it came time to bandage his hands Willie looked at the stiff finger and said, "I can't bandage that hand, Lew."

Lew walked to the wall and put his weight against the stiff finger. He pressed the finger closed. When Willie put on the gloves he put a sponge inside the glove to keep the blood from running down Lew's arm when he punched. Lew went in, but this time there was too much stacked against him. Lew couldn't punch with the hand and Tribauni took him. And the crowd booed and called Lew a bum.

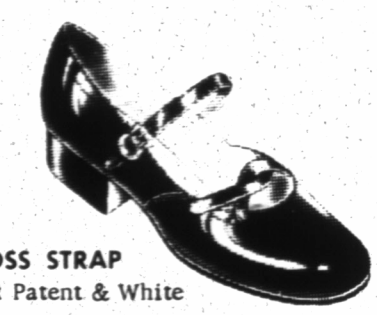
That was the end. He fought 40-odd fights after that, but he just couldn't cut the mustard, and then came the war and Lew went into another fight. He was in the Coast Guard and he took an LST into Salerno and Normandy and him there getting the shelling and bombing and he told Bill Heinz, "I don't want to knock the Coast Guard or the Navy, but we don't fight."

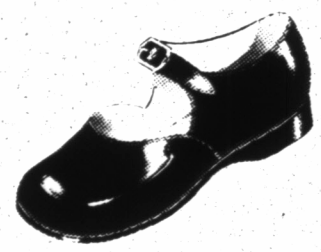
When Lew was taking them in at Salerno he watched the green kids go into the water, heading for the beach and he watched them get shot to pieces. When he took a bunch of Texans in, he just couldn't contain himself. He grabbed a rifle and hit the beach. They chased him back to his LST at the threat of court martial, but it only made Lew feel worse about not fighting next to the dog-face.

Came the Korean war and Lew went into the Infantry. He won the Silver Star during the fighting for Heartbreak Ridge and Bloody Ridge and as Major General Robert N. Young said, "He's a great combat soldier. He's famous up and down the front."

Once back in the States Lew applied for a second tour of duty in Korea, but his new manager, a lovely girl named Lupie decided she didn't want to be widowed or have that freckle-faced red-topped six-year-old little Lew orphaned, so she stepped in and urged that his name be scratched from the shipment.

Let the EASTER BUNNY bring your "Princess" a pair of Sunday slippers.


CROSS STRAP
Black Patent & White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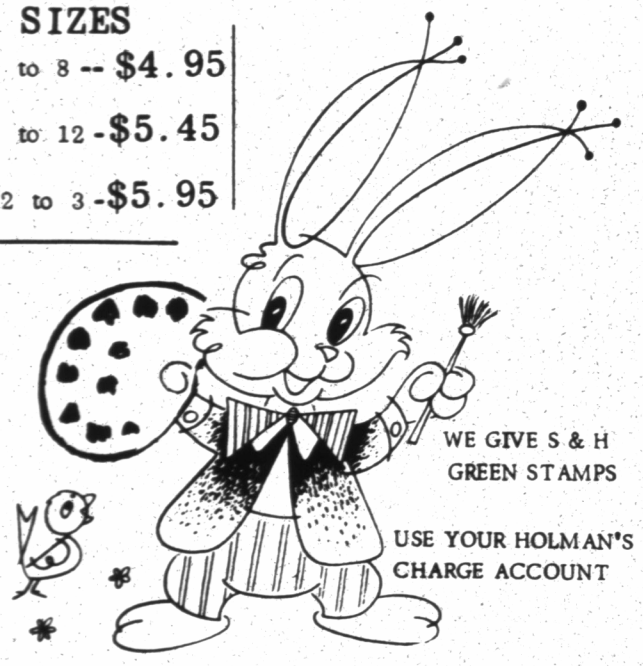
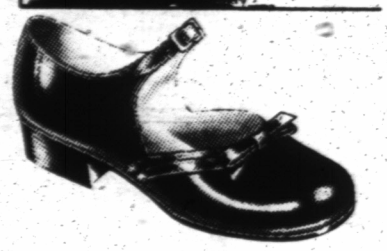

WE GIVE S & H GREEN STAMPS

USE YOUR HOLMAN'S CHARGE ACCOUNT



TWO STRAP
Black Patent & White

CENTER BUCKLE WITH OVERLAY AND BOW ON VAMP – Navy, Red & Blue

ALTON'S ANTIQUE AUTOS

(Continued from Section A, Page 4)

car was, it was always a lot of fun, and it was fun for them to drive it into town. Word got around and our Maxwell became famous.

"It became a fad to fly here just for a ride in the Maxwell. Pilots flew in and gassed up because they wanted to drive it. It was good business."

Business got so good, in fact, that Walker bought more and more old cars. Finally, he had 28 of them. By that time--three years ago--it wasn't just a good business any more. It was his hobby. And when he sold his airport concession, he kept it right up.

Because of limited garage space --the Walkers obviously don't have hangars around their Pebble Beach home--his collection now numbers only four.

His latest acquisition is a 1913 Rolls Royce Alpine. He bought it just two weeks ago. That elegant car, in perfect condition after 40 years of use, has quite a history.

It was broken in as the car of the British chief of staff in the First World War, and in 1919 it was sent to America by the Rolls Royce Company for the use of the Prince of Wales on his tour through the United States. Since then, it has had numerous owners, most of them collectors.

Walker won't say what he paid for it. He says merely that antique automobiles cost anywhere from "a few hundred to a few thousand dollars". It's safe to assume that his Rolls belongs in the latter category.

Another car in Walker's stable is a 1905 Buick touring car, the oldest in existence as far as anyone knows. And he has a 1912 Pierce Arrow.

His fourth antique automboile, at present, is a 1909 Stanley Steamer which he found on a Midwestern farm.

Walker's purchase of his first antique, the Maxwell, coincided with the formation of the Horseless Carriage Club, the first organization of antique car collectors. Walker is a member.

There are two other similar clubs now, the Antique Automobile Club and the Veteran Motor Car Club. The three clubs have a total of about 10,000 members. Not all of the members are owners. There aren't enough true antiques to go around.

According to Walker, a regional chapter of the Horseless Carriage Club will be organized on the Peninsula in the near future. Prospective members include Charles Scoville, of Pebble Beach, who has a 1906 Panhard-Levesser; Scoville's son, Jeff, who has a 1916 Crane Simplex; Colonel Fred Kane, manager of the airport and an old friend of Walker's, who runs a 1907 Stanley Steamer; C. L. Duane, of Pacific Grove, who owns a 1911 White, and Attorney David Gill, also of Pacific Grove, who

is buying a 1914 Model T Ford.

Owners of the antique cars have a great old time when they caravan out to picnics, dressed in old-time driver's outfits, their wives in turn-of-the-century costumes. Walker's wife, Elizabeth, won the award for being the best dressed woman on one of those outings to Yosemite in 1952.

If, like Alton Walker, you've got a nose for bargains in antique cars and the mechanical talent to restore them, then antique automobile collecting can turn into a profitable business.

The first Maxwell, for instance, cost Walker $175. He sold it for $1,250. An 1899 Di Dion Bouton that drove the San Francisco streets during the earthquake of 1906 and which Walker found abandoned in the hay loft of a barn near San Jose some years ago, cost him $400 and he sold it for $2,500. Of course, it cost Walker "several hundred" to fix them up so they'd not only look good but run good too.

The performance of the oldsters actually is astounding. The 1913 Rolls, for instance, with 50 British horsepower (about 80 American) under its classy hood, can easily roll along at 70. Others, of course, are not quite so powerful. Gasoline consumption, according to Walker, corresponds just about to equivalent modern models.

Walker has another five automobiles in Hollywood. Legally, they belong to MGM but Walker has the option to buy them back. He doesn't know yet whether he will or not.

Walker likes modern cars too. He drives a Cadillac, a Volkswagen and, last week, bought one of the new small Nashes. He once owned the first MG in California. That MG now belongs to Dr. Talcott Bates.

One of Walker's antique cars (they aren't really antique by club standards unless they predate 1915) actually had its practical use.

During World War II, Walker used to drive to the post office in a 1914 Detroit Electric in order to save on his gasoline ration.

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Mister Hatlo

(Cont'd from Section D, Page 1)

from readers which arrive every month, Jimmy and his secretary, Eden Holman, dig out the ideas which will make cartoons. A pencil drawing is completed on the Hatlo drawing board and each Monday a week's production is shipped off to Palo Alto where Hatlo staffer Tommy Thompson inks the roughs.

Thompson, who has worked for Jimmy for years and knows the Hatlo style, places the pencil drawing under a lighted glass panel and traces it in ink following written instructions like: "Kick in some good black accents under this potgut's belly." The finished drawings then go to New York where Bob Dunn does the lettering and adds some finishing touches. The complete product goes to King Features Syndicate for distribution.

A top man in his field, Jimmy Hatlo hasn't always been riding the gravy train. Born in Providence, Rhode Island, the son of a printer, Jimmy came west to Los Angeles with his family when he was a year old. He grew up in Los Angeles and was a born hustler. As a kid he gathered mistletoe for sale to florists, gathered and sold discarded cushions at the ball park, and in grade school he operated a newsstand after classes. He went through Los Angeles High in one year. In the front and out the back.

His father landed Jimmy a job as a printer's devil at the Los Angeles Times at $10 a week. Three years later he went into the art department at $9 a week drawing "X marks the spot" on murder pictures. At 19 he drew a cartoon lambasting Kaiser Wilhelm and it landed on the front page of the Times.

He was drafted into the Army in 1918, spent his service time in a Los Angeles hospital with influenza, and reluctantly returned to the Times with his going-away present from the guys at the paper which bore the inscription, "Wear this watch on the Rhine and remember the boys you left Behine."

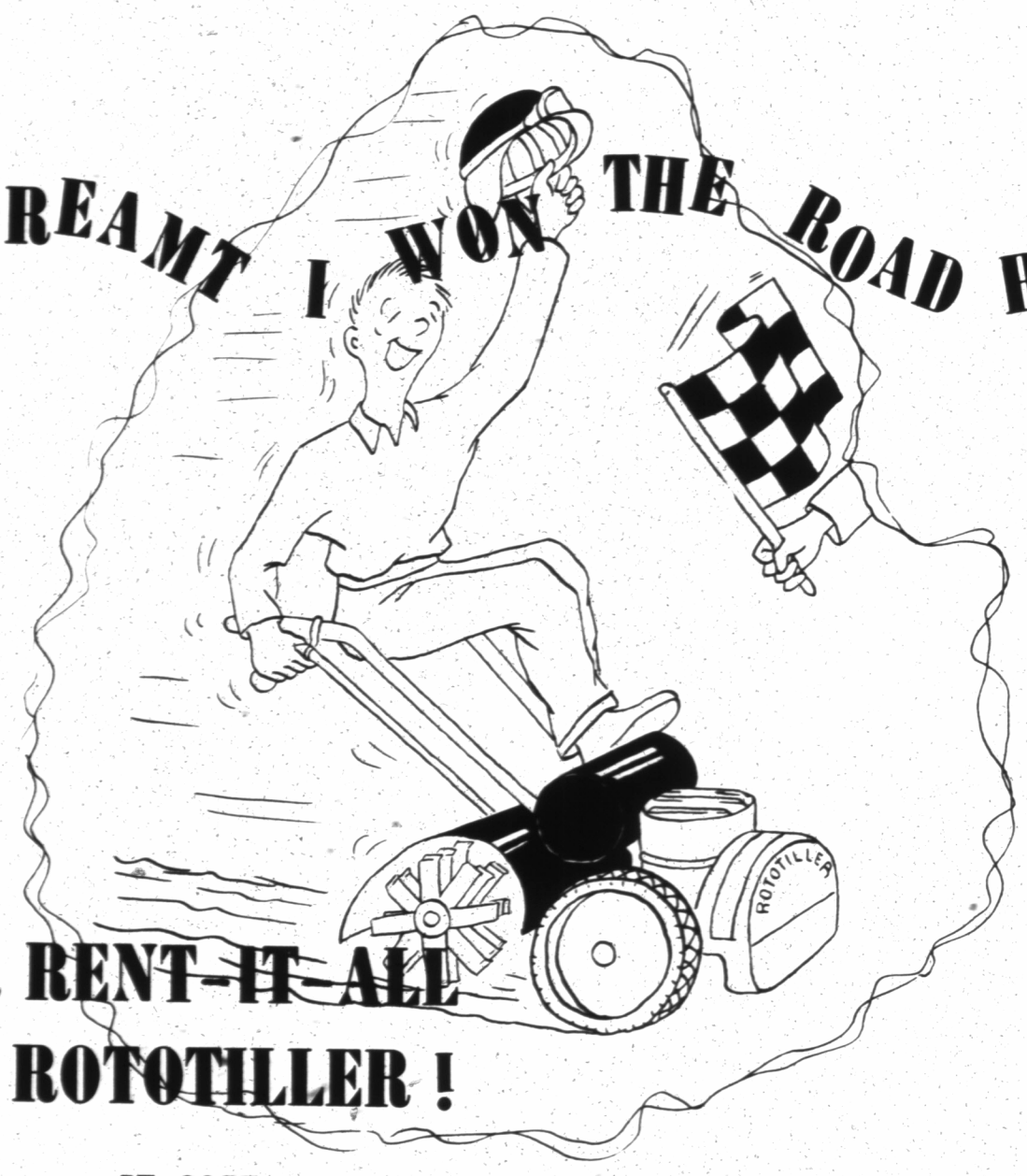
A short stint on the Times with low dough made Jimmy give up cartooning and turn to publicity work. He handled automobile accounts up and down California, soon landed a job as automobile editor of the San Francisco Bulletin. He later moved to the Call as automobile editor and it was during this period that he started his famous sports cartoon, "Swineskin Gulch". After many mishaps, rejections and editorial what-have-you, "They'll Do It Every Time" was born as a San Francisco Call feature in 1928.

A change in managing editors at the new merged Call-Bulletin resulted in the discontinuance of the Hatlo cartoon, but only temporarily. When the late William Randolph Hearst noticed that the Hatlo cartoon was missing he demanded an accounting, put Jimmy on a long contract, doubled his salary and ordered his King Features Syndicate to put "They'll Do It Every Time" on the national market in the early 30's.

Jimmy and Eleanor came to Carmel in 1945 and rebuilt the house at Monte Verde and Sixth Streets. They moved to Pebble Beach in 1951.

Now, on top of the heap, Jimmy Hatlo will gladly discuss the people who have put him there. "Mrs. Popgirdle, who takes the rap for all the fat-gal ideas I get. Anson Pants, the Don Juan. A fine assortment of pals, eh? Shall I proceed and enumerate Dimbulb, Slypants, Loophole, Gumboyle, Gassaway, Jerkley, and Sizzleneck, to mention just a few? Or shall we all have dinner at the Hotel Insomnia and wind up at El Clippo Night Club?"

I DREAMT I WON THE ROAD RACE



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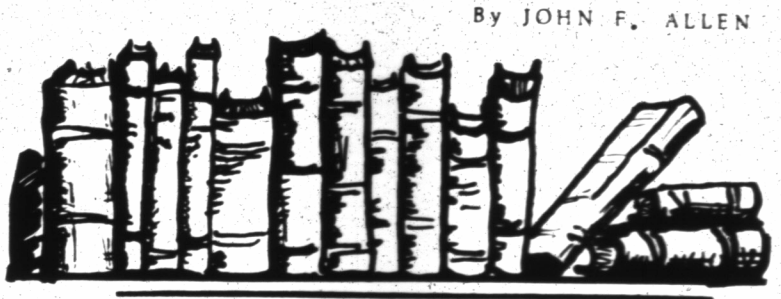
book looks

By JOHN F. ALLEN



In a Climate of Fear

Elmer Davis once told a Navy intelligence officer that a young lady under scrutiny after applying for a Government job was not only unquestionably loyal, but very intelligent. The intelligence officer frowned. "These intelligent people," he said, "are very likely to be attracted to Communism."

This remark might be considered hilariously funny (and indicative of the low mental state of the average "intelligence officer"), if it were not for the fact that it is symptomatic of a deadly cancer which is spreading through the American body politic.

And nowhere that I know of is that cancer more clearly diagnosed and laid surgically bare than in the pages of Mr. Davis' latest book, BUT WE WERE BORN FREE (Bobbs Merrill, $2.75).

The current name for this systemic disease is, of course, McCarthyism, although it has been around, in one guise or another and under

John F. Allen, one of the top writers on the San Francisco Examiner staff, is a former West Coast editor of Time Magazine. He reviews books exclusively for this publication.

a dozen different names, for many years. Some of the men and women who make up the McCarthy movement--to change metaphors in mid-paragraph--are the same people who once were Ku Klux Klanners. They also include the anti-U.N. crowd and other fringe people who are willing to join any movement which promises a chance to hate.

And, of course, thousands upon thousands of plain people, misled by a venal press, who--like the Navy intelligence officer--are afraid: so afraid and of such little faith that they are unwilling to have the worth of the American idea of freedom tested in open court. They would save freedom by killing it.

These men and women--Elmer Davis estimates they constitute up to twenty percent of the population--have picked McCarthy as their champion, and McCarthy, in turn, has used his following as a club to force even Eisenhower into political line. It is a sorry and disheartening sight.

In all this climate of fear, which has at times attracted far more than that twenty percent, there have been a few voices of sanity, brave voices which cry out against a strong America turned coward. Not the least of these voices has been the nasal mid-western note of Elmer Davis. It is notable that Mr. Davis took on McCarthy and his un-American followers when the going was rough, when it took courage to defend free speech and thought, when conformity was the order of the day. Men are getting braver now, since Army Secretary Stevens ripped the false shell away from McCarthy and revealed the servant of the people who stoops to using the majesty of the Senate to keep a playboy private from K. P. Even Eisenhower has become brave--in a typically tentative sort of way.

The wind-blown freedom of thought and integrity of purpose that have earned Mr. Davis such a large and loyal following on the radio are everywhere evident in this great book. It is a book which will stiffen the backbones of discouraged Americans. And Mr. Davis, true to the tradition of American optimism, would be the last to suggest that thinking men will not survive. He has more faith in America than McCarthy and his followers.

He might agree, if you could possibly get him to agree to the necessity of any investigation into the workings of men's minds, that Albert Leon Guerard, the Stanford humanist, may have something when he proposes that we need most a Committee on un-Human Activities.

Ordinarily I distrust critics who announce breathlessly that "here is a book every American should read." But, here is one. Says Mr. Davis, who doesn't like to be pushed around:

"If this country ever runs out of people who don't like to be pushed around, we are done for."

• • •

Not long ago I covered a meeting of psychologists (those psuedo-scientists) and heard one of them deliver a paper on police honesty. He glibly quoted such statistics as: 77 percent of policemen would steal if they could get away with it; 66 percent would share their illegal gains with a buddy; 77 percent would take graft. It was con-

(Cont'd Section E, Page 4)

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WOMEN WHO DO THINGS

By BARBARA HALL

96 Years of Decorative Art

A visit with Ida Maynard Curtis, nationally known artist, is just about the best cure for anyone who might be feeling a little ragged around the edges and is blaming it on the fact that he's not getting any younger. For this remarkable woman, who will be 96 years old on her next birthday, puts many a girl a third of her age to shame when it comes to vitality, interest in life and daily accomplishment.

With a twinkle in her bright blue eyes and a vivid smile she wants to talk about the present and future except when prodded, and I found Miss Curtis interviewing me much of the time, instead of my interviewing her.

Miss Curtis is one of the few old-timers who doesn't long for the "good old days" of Carmel.

"When I first came here--and that was thirty years ago--there was no music, no lectures, only two or three small hotels--it was just a wilderness." She's seen a lot of changes here, most of which she likes. "I like having my mail delivered, for one thing." She lives on Santa Lucia near Carmelo, outside the city limits and in the rural route delivery zone.

Miss Curtis still spends much of her day sitting before her easel. Her studio-home is filled with paintings, framed and unframed, which she has done over the years. Lately she's been changing some of these pictures, intensifying some bit here and there, deepening the color of a tree-trunk or shifting the emphasis in a picture.

"When I take the pictures out of the storeroom and leave them around awhile, I begin to see things that I feel should be changed. I'd rather work on a picture that is already off to a good start, and some of my paintings I never considered finished."

Most of these pictures have already been exhibited, but this does not mean that Miss Curtis has stopped originating pictures. She plans to start something, as soon as she sees something she wants to paint.

Miss Curtis' paintings cover a variety of subjects--there are portraits, flowers, trees, forests, scenes of the sea and especially Point Lobos, and a particularly lovely picture of a Japanese woman looking out of some French doors to a terrace. In all her pictures, Miss Curtis has an eye to the decorative effect.

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orative, it doesn't amount to much."

One of the paintings that Miss Curtis is changing now is called "Dancing Oaks". Miss Curtis says she names her pictures, then usually forgets the names.

"I started painting before I can remember. I had a paint box first, and I painted pictures in a magazine to give to my mother. And I've been painting ever since."

Her paintings have been exhibited in many galleries, mostly in New York and California. A few weeks ago she sent two paintings--a portrait and a landscape --to a forthcoming San Jose exhibition.

The artist was born in Pennsylvania and her family soon after moved to Boston--her brother was at Harvard. She graduated from Cornell University which she calls a "scientific college". She studied chemistry, physics and other sciences. "The sciences helped me, I think, in my art, by making me more realistic."

After graduation, Miss Curtis taught a high school in Boston. There were only three teachers, and the whole curriculum was divided up among them. "I taught physics, chemistry, physical education, and art! Then the school grew, there were more teachers and I ended up teaching just art."

When Miss Curtis, who is the only living member of her family now, came to visit her sister in Pasadena, thirty years ago, her sister said, "Now be sure to stop in Carmel!" She stopped, and the next day a party going to Point Lobos invited her to go along. "By the end of the day I had a half-dozen intimate friends!" Within a few days she had found a house and settled down to living in Carmel. Later she built the house where she now lives. The house then was practically barren of trees, had a wide sweeping panorama of the ocean (two blocks away) to the west, a view of the river mouth and the mountains to the east. Now the trees form a small forest around her home and there are houses all around.

Her big view of the ocean is just a glimpse, but Miss Curtis cherishes that glimpse. "Every once in a while my neighbors come over and stand by my door to see if my glimpse is still there--if the trees block it, they cut away some of the branches so I will still have it."

Miss Curtis doesn't get around as much as she used to--she uses a cane when she walks--and has a host of friends who perform little errands for her. Her love of the outdoors, which is expressed so well in her pictures, is carried through in her everyday life. Almost every day, when it isn't raining, she likes to have her meals in her garden, under the trees.

Miss Curtis thinks that the Carmel artists are doing good work. "Of course, the modern phase is most conspicuous now", she adds. She feels that the Carmel Art Association, of which she is a member, has a good plan in choosing different members for the jury, so that if an artist's work is not chosen by one jury, the next jury might feel differently about it.

Besides the local art association, she is a member of the Professional Club of New York, the National Arts Club and the San Diego Art Association.

OUTSTANDING SHOWS: BLAIR GALLERY AND CHERRY FOUNDATION

At the Blair gallery on Fisherman's Wharf Winifred Carmer Marburg is exhibiting her paintings. An elderly woman who has no extensive background as a painter, Mrs. Marburg is quite imaginative. Using flowers as subject matter she displays a blithe feeling towards her work and life in general. Some of the work is ineptly handled, and yet, there is such a vivacity that it must rate among "better work" being done hereabouts.

A charcoal and pastel titled "Dandelions" is particularly pleasing.

Marian Weygers of Carmel Valley is represented with a show of her leaf prints at the Carl Cherry Foundation gallery. This is decorative art, leaning heavily in the direction of a craft, but here again the creative artistry of the individual makes it more than that.

Mrs. Weygers uses the actual

(Cont'd Section E, Page 4)

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Big Wheels At Pebble Beach

(Cont'd from Page A-2)

No. 66, are also among the top favorites.

Neumann took the Mexican road race, Van Dyke took his class at Palm Springs last year and Coppel was fourth in the Reno main event.

The difference between the two main races in addition to the fact that Pebble gets away at 1 p. m. and Del Monte Trophy at 2 p. m. Sunday, is that the latter is for cars over 155 cc. Both have limited fields of 39 cars each and are 100 milers.

IN ADDITION TO THESE TWO RACES THERE WILL BE TWO NOVICE RACES STARTING AT 10 A. M. Sunday for cars over and under 1500 cc each. Known as the Cypress Point Handicap it will be of much local interest this year with a first appearance of a few local entries.

In the No. 1 race for cars under 1500 cc John Kunstle, of Carmel, will be driving the Foreign Car Centers Porsche, 170. Burt Taylor of Carmel will be behind the wheel of his Porsche Special, No. 28. He has been building the plastic body special all year. Also, J. Hilgers of Carmel, will be piloting his Volkswagen, No. 195.

In Novice 2 the only local entry will be Monterey Fire Chief Gregory W. Teaby who will be piloting his powerful Jaguar XK 120, No. 82.

In addition to these races there will be the vintage special Sunday at 12:30 p. m. featuring cars that blazed American race tracks shortly after the turn of the century. (See other story.)

Not to be forgotten is the Concours d'Elegance Saturday noon to 5 p. m., when over 100 of the finest in American and foreign sports cars as well as vintage classics will be on display. (See other story.)

The Pebble Beach Races, sponsored by the Sports Car Club of America, will give its proceeds to the American Cancer Society.

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BOOK LOOKS....

(Cont'd from Page E-1)

vincing and had the makings of a good story, until I chanced to ask how many police he had questioned to arrive at these percentages. Just nine cops, he said, without even the deceny to look sheepish. I suspect he was stupid rather than malicious. Yet others--including hundreds of national advertisers--use percentages based on meaningless figures to lie with deliberate intent. Turn on your radio or TV for fifteen minutes and you'll see what I mean.

This is brought to mind by an excellent new book which is both funny and somewhat frightening, HOW TO LIE WITH STATISTICS (W. W. Norton, $2.95) by Darrell Huff. With the help of some highly amusing drawings by Irving Geis, Mr. Huff presents a text book on how to fool your fellow humans with percentages, charts and other statistical gadgets--and incidentally how to recognize the efforts of others to fool you. A handy guide in these days when every cigarette is smoked by more people than anybody, every corporation gives all its profits to workmen, widows and orphans, toothpaste saves more teeth than you have in your head and the average American income can be either $3,600 to $5,600--depending on what idea you're being sold at the moment.

• • •

I don't often manage to get around to murder mysteries, but if they're your meat, I can report on a good current addition to the genre: THE LONG CHASE (Ives Washburn, $2.50) by John M. Eshleman. This includes a murder on a Bay Area street corner, a dozen likely and highly colorful suspects, a small war in a mountain religious colony, lots of good action, dialogue and detection. It is of the Mike Hammer school without quite the nauseating quantities of sex and sadism.

At the galleries

(Cont'd from Page E-3)

plants, transferring their impression on paper to form a composition. You may not be impressed by her work, feeling that it is too crafty, but for me these prints are more than that. They are, in a word, a creation. She adds to nature, records it, enhancing its beauty, improving the composition. As Picasso said: "Art is what nature isn't."

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LOFTON IN "ONE-MAN" EXHIBITION

The April exhibition of oils and watercolors is now on at the Carmel Art Association Sales Gallery.

In the main gallery one of two things is glaringly apparent. Either all the painters hung their worst paintings here in an effort to make Dick Lofton's "Figure" stand out, or this painting of Lofton's is so good that it makes the rest of the show pure trivia. At any rate, it can be honestly stated that Dick Lofton is hanging in a "one-man" show in the main gallery.

This is Dick Lofton's latest work and the best I have seen to date. It is a large six-foot painting of a seated nude, but actually it is not this. It is a study in color composition. He applies what looks like a patch-work of color on the canvas in an intriguing design and then brings everything together with the brush sketch of the seated nude.

At a recent informal gathering of young painters, this painting was the major subject of conversation. One dissenting voice claimed that the nude figure appeared to be an entirely different painting from the background, was not correlated within the composition and therefore did not hold together. I disagree with this, but mention it so that you, as the viewer and ultimate critic may take this basis to dissect the painting and thus enjoy it more.

"FIGURE" by Dick Lofton

The remainder of the room is filled with seascapes and landscapes which one sees in every exhibit on the Peninsula, the stylized reproductions of Pat Cunningham from the Cunningham School, five in all, a poorly handled still-life by Abel Warshawsky, and a too, too slick study of two Mexican children by Leslie Emery.

There is little of interest in the watercolor room. Rick Beck-Meyer has a surrealistic painting hanging which I frankly did not like because it gives the feeling that Rick has gone into something over his head. Good to note, however, that someone is diving into things, and Beck-Meyer has enough talent to master this particular medium and give his paintings more depth than they now have. There is the usual good illustrative painting by Rollin Pickford and best by far is the completely abstract piece by Jay Hannah titled "Murphys".

Zenas Potter is having a one-man show of children's fantasy in the alcove of the main gallery. These are a series of oil paintings designed to delight children. Mr. Potter underestimates the fine critical taste of children. Pictures do not have to be great art to please children, but they have to be whimsical or imaginative or in some way representative of the dynamo-like activity of the child's mind. Mr. Potter's renditions of elves and elephants and various poorly painted insects pulling poorly painted wagons will do nothing to evoke the child's imagination. --S.J.

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WATER WORKS MEN HOLD MEETING HERE

More than 350 leading water works men were scheduled to attend the two-day Seventh Annual Spring meeting, California Section, American Water Works Association, opening tomorrow in Monterey.

Corum Jackson, chairman of the Convention Bureau, Monterey Peninsula Chamber of Commerce, revealed that the two-day technical conference was brought to the Monterey Peninsula largely through the efforts over two years of C. M. Goldsworthy, Monterey manager, and other officials of the California Water and Telephone Company.

C. M. Goldsworthy and local Water Company officials will be hosts to the group. Registration and conference headquarters will be at Casa Munras Hotel. The entire first day will be devoted to technical sessions at the House of Four Winds.

Features of the conference, according to Goldsworthy, chairman of the local arrangements committee, will be a banquet Friday evening at the Monterey County Fair Grounds.

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Candidates Outclassed

(Continued from Page Two)

of his record on the Council for the past two years, did not mention the overall problem.

A present Council committee has been operating unenthusiastically for nearly six months in getting a petition for the formation of a business district parking authority going. For another six months previous to that time the matter had been ineffectually thrashed and rethrashed.

Only one candidate chose to take outright issue with the present Council, a unique political phenomenon. Paul Morlang admitted dissatisfaction with the present City Council, but failed to suggest well-defined substitute programs.

In one case he charged he was against the Council's holding secret meetings. He backtracked in the questioning period defining as secret--"I mean few people were notified beforehand that a meeting was to take place."

In general it might be said that some political philosophy was expressed.

Chitwood and Roland Scheffler indicated an allegiance of philosophy in restricting Carmel to its present land boundaries.

Eben Whittlesey and Carl Patnude said to keep the Village unique would take "long range planning". Whittlesey went a step farther: "Nearby areas annexing to Carmel would not cause Carmel to change much."

A. Clay Otto, who discussed character traits mainly "expected to answer questions during the questioning period". Since he was excepted from the five questions voiced, he suffered from a lack of expression.

Another issue to be raised was provision of additional recreation facilities for the youth of the City.

Scheffler was against additions --thought there was no need for a paid recreational director--"youth should be taught to make use of the natural outdoors for their spare time."

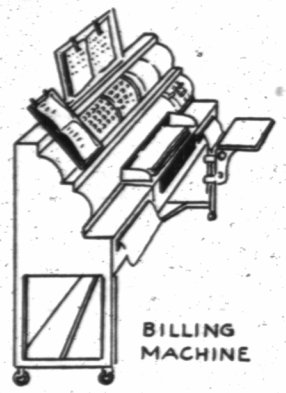
Chitwood held the problem was long range, its solution would come slowly. Patnude and Chitwood said they were for some program if equitable financing could be arranged.

As Carmel prepared to go to the polls, the betting favorites were: incumbent Chitwood, Gas Station Operator Patnude and Lawyer Whittlesey.

THE WATER STORY

CHAPTER 10

Mechanical Accounting



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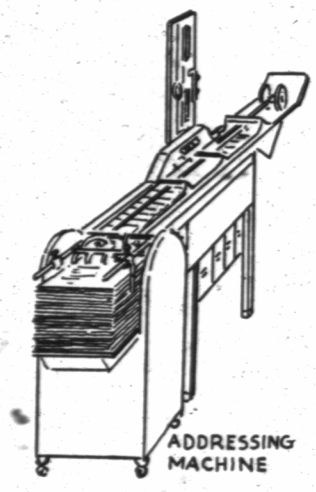

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